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superinter lel by Englishmen - Always

equal and generally superior to that done anywhere else. Estimates quen.

nt liral prices at

Numbers for the by Bankers Rarrol Pous, 225, 223, 262. Slip Pens, 332, 909, 287, 146, 404, 7,000. In Fine, Medium, and Broad THE NEW TURNED-UP POINT, 1032.

No. 11,840.

號十四百八千壺萬壹第

日十初日二十年一十二緒光

HONGKONG, FRIDAY, JANUARY 2411, 1896.

ESTABLISHED 1857

五拜禮

魏四十二月正年六十九百八千壹英港香

NOTICE.

Communications respecting Advertisements, Subscriptions. Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER. Advertisoments and Subscriptions which are not ordered for a fixed period will be continued until Orders for extra copies of DAILY PRESS should be sent before II a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Rox 20. Telephone No. 12.

## NEW ADVERTISEMENTS.

IMPERIAL KWANGTUNG LOAN

PAYMENT OF INTEREST : FIRST PERIOD. WHE Issue of WARRANTS will be COM-MENCED at the OFFICE of the Under-

signed from the 24th inst., between the hours of 10 A.M. and 3 P.M. E. FARAGO. Commissioner of Customs. Gustom House,

Canton, 22nd January, 1896. JUST RECEIVED. NEW SEASON'S TATOOD'S COWBRAND AUSTRA.

IN FINE CONDITION, A 150--WOOD'S COLONIAL DAIRY CHEESE GEO. P. LAMMERT Hongkong, 24th January, 1896.

LIAN BUTTER

PUBLIC AUCTION. THE Undersigned will Sell by PUBLIC AUCTION TO MORROW (SATURDAY), 25th JANUARY, 1896. Commencing at 2.30 P.M., at his Sales Room, Queen's Road, No. 12,

an Invoice of FINE OLEOGRAPHS. A FINE COLLECTION OF MEERSCHAUM CIGAR and CIGAR-ETTE HOLDERS, MEERSCHAUM and

BRIAR PIPES. A SMALL COLLECTION OF MECHANICAL TOYS On View from FRIDAY, the 24th inst. TERMS OF SALE :- As Customary.

Hongkong, 24th Jonuary, 1896. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW. (Taking Cargo and Passengers at through rates. for CHEPOO. HANKOW, and Ports on the YANGTSZE.) THE Company's Steamship

Captain Thos. Sellar, will be despatched above 10 DAT, the 24th inst., at 4 P.M. For Freight or Passage, apply to-JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd January, 1896. FOR SHANGHAI. (Taking Cargo and Passengers at through rates for CHEROO, HANKOW, and Ports on the YANGISZE,)

THE Steemship "YUNG PING," Captain Clemens, will be desputched for the above port on TUESDAY, the 28th inst., at For Freight or Passage, apply to ..

CARLOWITZ & CO., Hongkong, 21th January, 1896. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, SAMARANG, AND ° SOURABAYA.

THE Company's Steamship " HINSANG," Captain J. Kynoch, will be despatched as above

on or about THURSDAY, the 30th inst. For Freight or Passage, apply to JARDINE, MATHESON & CO., Gendral Managors. Hongkong, 23rd January, 1896.

SHIRE LINE OF STEAMERS. NOTICE TO CONSIGNEES.

8.8. "ETON." FROM ANTWERP, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby I informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery they be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be

subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will be not recognised. All broken, chafed; and damiged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & CO., Hongkong, 23rd January, 1896.

. " = JURY LIST, 1896.

NOTICE is hereby given that pursuant the provisions of Section 6 of "The Jury Consolidation Ordinance," No. 18 of 1897, I have on the 23rd instant caused to be posted, at the chief entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as Jurors.

The said. List will temain so posted until the 5th proximo, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said List upon cause to be duly assigned in such notice.

F. A. HAZELAND, Acting Registrar. Registry, Supreme Court,

Hongkong, 23rd January, 1896. ADDRESS AND TESTIMONIAL TO DR. CANTLIE.

CYUN SCRIPTIONS not to exceed \$5 are avited for the purpose of prosenting suitable Testimonial to Dr. CANTLIE on his departure from the Colony in recognition of services rendered to the Community

puring his residence of some nine years in Subscription Lists will be found at the Hong-HONG AND SHANGHAI BANK, the CHARTERND HANK, Mesers, LANE, CRAWFORD & CO. Messrs. A. B. Warson & Co., LD., Mossrs. KELLY & WALSH. LD., the HONGKONG CLUB.

and the Hongross Horns. The undermentioned Committee has been formed for the purpose of making the Presenta-

Mr. Thomas Jackson. The Hon. He Kar. Mr. J.-J. FRANCIS, Q.C.

C. MURRAY ADAMSON, Hon, Secretary and Treasurer: Hongkong, 23rd January, 1896

INTIMATIONS. HONGKONG BRICK AND CEMEN

CO., LIMITED.

NOTICE is hereby given that an EX TRAORDINARY GENERAL MEETING of the COMPANY will be held at its Registered Office, No. 9. PRATA CENTRAL. on TUESDAY, the 28th day of JANUARY inst. at NOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Cowpany held on the 11th of JANUARY will be submitted for confirmation as a Special Resolution.

"That the Hongkong Brick and "Cement Company Limited be wound un "voluntarily under the Provisions of the "Companies Ordinances 1865 to 1890. And "that CREASY EWENS of Victoria in the "Colony of Hongkong be and he is hereby "appointed Liquidator for the purposes "of such winding up."

W. A. DUFF, Secretary,

With reference to the above notice the Business of the Company will not be interrupted and Orders will be received as herotofore by the Undersigned.

NOTICE.

W. A. DUFF. Secretary. THE KOWLOON LAND AND BUILD ING COMPANY, LIMITED.

TOTICE is hereby given that the SEVENTHORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 30th JANUARY, 1896, at 12 o'clock (NOON) for the Purpose of Receiving the Report of the Board of Directors together with a Statement of Accounts for the Twelve Months onding 31st DECEMBER. 1895. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 25th JANUARY, to THURSDAY, 30th JANUARY, 1896 (both days inclusiva), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors. A SHELTON HOOPER. Secretary to the Hongkong Land Investment and Agency Co., \_imited. Agents for the Kowloon Land and Building Company, Limited

Hongkong, 17th January, 1890. HONGKONG, CANTON, AND MACAO STEAMBOAT CO. LIMITED AND REDUCED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY A. HALF YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL OD FRIDAY, the Blat inst. at 12-o'clock-Noon, for the Purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and Electing

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 18th to 31st instant

By Order of the Board of Directors, T. ARNOLD. Hongkong, 18th January, 1896.

THE WEST POINT BUILDING COM PANY. LIMITED.

NOTICE is hereby given that the CARMICHAEL & CO., LIMITED A SEVENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in this COMPANY will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 3rd February, 1806, at 12 o'clock (Noon). for the purpose of receiving the Report of a30] the Board of Directors, together with the Statement of Accounts for the year ending

31st December, 1895. The REGISTER of SHARES will be CLOSED from MONDAY, the 27th JANUARY, to MONDAY the 3rd FEBRUARY, 1896 (both days inclusive), during which period no Transfer

of Shares can be registered. By Order of the Board of Directors. A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Company, Limited.

General Agents for the West Point Building Company, Limited. Hongkong 17th January, 1896.

HONGKONG ICE COMPANY, LIMITED FIRE FIFTEENTH ORDINARY ANNUAL MEETING of SHARE HOLDERS will be held at the OFFICES of the COMPANY. PRODER'S STREET, at NOON, on WEDNESDAY, 5th FEBRUARY, to receive a Statement of the Company's Accounts to the

31st DECEMBER, 1895, and the Report of the Ceneral Managera. The TRANSFER BOOKS of the COMPANY will be CLOSED from the 25th instant to the 5th proxime, both days inclusive. JARDINE, MATHESON & CO., General Managers.

Hongkong, 22nd January, 1896. THE HONGKONG STAMP DEPOT. DEALERS IN FOREIGN AND COLONIAL STAMPS. S. D'Agmilar Street.

Approval Sheets containing Good and Cheap STAMPS, New Lots received by every Mail. Stumps bought and sold: Agents

E. J. DE FIGUEIREDO. Hongkong, 18th January, 1896.

INSURE

SQUIETY OF U.S.A. gives the BEST SECURITY.

Lives there a man with soul so dead, Who never to himself has said. "I-mest protect my losing wife, And so I must assure my life. I would not be a soulless boor. Who dies and leaves his family poor. I'll pay a premium every year, And then my leved ones need not fear But what, when I am in my grave. They'll have far more than I can save: Or if when old I living be. The money will provide for me; And an old age, serone and bright And penceful as a sumpler night, Shall load me to the grave." . If you would be another such.

And wish to find out fust how much Premium cost to you will be. Write, phone, or call on us or me. SHEWAN & CO. General Agents.

J. T. HAMILTON. Manager for the East Hongkong, 23rd October, 1895. TO SHIPMASTERS

I W. IE where your FRESH WATER is ob alred by the Water Boats, as Four. WATER is the cause of much Sickness on board We are the ONLY WATER BOAT COMPANY Mr. H. N. Moor. The Hon T. II. WHITE IN HONDRONG EXCLUSIVELY supplying FILTERED WATER

CALL FLAG W. J W KEW & CO. STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895

INTIMATIONS L. J. REMEDIOS. MOREIGN AND COLONIAL STAMP

DEALER. 7A, CAINE ROAD, HON MONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WARTED. Liberal Discount Allowed.

INTIMATIONS JAPIER JOHNSTONE'S SQUARE BOTTLE WHISK!

The sale of this good Scotch increases month by month; it is of Superb Quality and of . CUTLER, PALMER & CO.'s SELECTION. Sole Agents for il-LANE, CRAWFORD & Co., Hougheng.

### "HOW IT'S DONE."

TO MANY IT IS A PUZZLE HOW WE CAN SELL AT A CHEAPER RATE THAN OTHERS. THE ANSWER IS VERY SIMPLE.

## SMALL PROFITS

GOOD VALUE.

REGULAR QUALITY.

POPULAR PRICES.

"PEACH-BLOSSOM SOAP." WATKINS & CO., APOTHECABLES' HALL, 66, QUEEN'S ROAD CENTRAL.

# LANE, CRAWFORD & CO.

NEW GOODS JUST ARRIVED.

LINCOLN, & BENNETT'S HATS (Latest Shapes). DRAB HATS for the Races. OVERLAND TRUNKS, AMERICAN TRUNKS, TRUNKS for Ladios'. KIT BAGS. BRIEF BAGS.

AIR CUSHIONS. ABLE LAMPS, STANDARD LAMPS. CHANDELIER LAMPS (1,2,4, and 5 Lights) ELECTRIC BELL GEAR of Every Description. CAFETIERS (French and English), 2, 4, and 6 Cups.

GARDEN SYRINGES, GARDEN IMPLEMENTS, MEERSCHAUM PIPES, BRIAR PIPES, CIGAR and CIGARETTE CASES (a Large Assortment) TOBACCO:-WILLS' CAPSTAN (Full, Medium, and Mild.)

COBBETT'S CRICKET BATS. AQUILA'S CRICKET BATS STUMPS, MATCH BALLS, GAUNTLETS, LEG GUARDS, &c., &c. ·LANE, CRAWFORD & CO.

Hongkong, 11th January, 1896.

# CHAMPAGNES.



POMMERY. LAURENT PERRIER. KRUG, 1889. PIPER-HEIDSEICK, 1889.

LOUIS RODERER. BOLLINGER (1st Quality.). LANSON (Very Dry), 1887. IRROY CARTE D'OR, 1889. PAUL DOMMIER, 1887. -IRROY CARTE BLANCHE. PAUL DOMMIER, 1889. PERRET DE LUZY, 1889. LOUIS RENAU: CUP CHAMPAGNE.

CALDRECK, MACGREGOR & CO., Queen's Road.

### Wine and Spirit Merchants. Telephone No. 75.

MACLAREN'S IMPERIAL GLASS JAR CHEESE, in Splendid Condition. Price per Jar \$2.75. LA BORDERIE CANADIAN CREAMERY BUTTER, the BEST in the MARKET, in 1 lb. Tins. Price 75 Cents per Tin-CARMICHAEL & CO., LIMITED, Sole Agents.

AUCTIONS.

PUBLIC AUCTION VALUABLE HOUSEHOLD FURNITURE, CANTON BLACK-WOOD, FRENCH CLOCK.

&c., &c., &c. THE Undersigned has received Instructions to Sell by

PUBLIC AUCTION TO-MORROW (SATUEDAY), the 25th January, 1896, Commencing at 2.30 P.M., at his Sales Rooms, Duddell Street, (for Sundry Accounts). A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE. Comprising :-SEVERAL DRAWING-ROOM SUITES Handsome CANTON CARVED BLACK-WOOD CURIO STAND, ditto-WALL CABINET, ditto WRITING TABLE, BLACKWOOD and MARBLETOP STANDS, Ac., BEVELLED OVERMAN TELS, WRITING TABLES and LADY'S CARD TABLE, FANCY TEA TABLES, Very Handsome FRENCH CLOCK and SIDEPIECES, ORNAMENTS; LAMPS, BRASS FENDERS, CURTAINS, CARPETS, SCREENS, &o., EXTENSION DINING TABLE and CHAIRS, Several SIDEBOARDS with Bevelled Glass, DINNER.

WAGGONS: ELECTRO PLATED, GLASS, LL Collectors should send for my fine and CROCKERY WARE, CUTLERY, PANTRY REQUISITES, &c., &c. DOUBLE and SINGLE IRON and BRASS-MOUNTED wanted in every port. If you are a collector SINGLE and DOUBLE WARDROBES send for a trial lot. with Bevelled Glass Doors, LINEN-PRESSES MARBLETOP WASHSTANDS and DRESSING TABLES and SUNDRY BEDROOM FURNITURE, &c., &c. BATHROOM and TOILET REQUISITES RICKSHAS, STOVES

Catalogues issued prior to Sale: On view from FRIDAY, the 24th January, 1306. TERMS OF SALE :- As Customary. GEO. P. LAMMERT.

Auctioneer. Hongkong, 21st January, 1896.

GOVERNMENT NOTIFICATION.

No. 11. THE following Particulars and Conditions L of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MONDAY, the 27th day of JANUARY, 1896, at 3 r.m., are published for general information: By Command.

Colonial Secretary,

Colonial Secretary's Office. Hongkong, 11th January, 1896. Particulars and Conditions of the Letting by Pablic Auction Sale, to be field on MONDAY, the 27th day of JANUARY 1898, at 3 P.M., by Order of His Excellency the Gavernor, of One Lot of Crown Land in the Colony of Hongkong, for a Term

of 999 years.

J. H. STEWART LOCKHART,

PARTICULARS OF THE LOT. Doundary Mea-R. R. A. A. Inland 79 84.7in, 50.3ia. 89 | 5,707 72 1,427

AUCTIONS. GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held on the spot, on MONDAY, the 27th day of JANUARY, 1896, at 4 P.M., are published for general information. By Command

J. H. STEWART LOCKHART, Colonial Secretary. Colonial Secretary's Office, Hongkong, 11th January, 1896.

Particulars and Conditions of the Letting by Public Auction Sale to be held MONDAY, the 27th day of JANUARY, 1896, at 4 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a Term of 999 years. PARTICULARS OF THE LOT.

No. of Sal	Registry No. Locality.	ocality.	Boundary Mea- surements.				miento i	pet Pric	
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-	No. 1,354.	Roul	1	169,6ta	39	-	15,780	30.80	789

PUBLIC AUCTION. THE Undersigned has received Instructions from E. MCCABE Floq. to Sall by ..

PUBLIC AUCTION

TUESDAY, the 28th JANUARY, 1896, at 2.30 P.H. at his Residence No. 2, Albany, THE WHOLE OF THE HOUSEHOLD FURNITURE, PLANO &c. Comprising :-TAPESTRY with PLUSH-COVERED DRAWING-ROOM SUITE. CARPET and

OVERMANTELS, PICTURES, and OR NAMENTS. EXTENSION DINING TABLE, DIN-NERWAGGONS, SIDEBOARD with Plate-Glass Back, MORROCCO-COVERED DINING ROOM CHAIRS, VIENNA CHAIRS. DINNER, DESSERT, and BREAKFAST

SERVICES, GLASS and PLATED WARE.

RUGS.

BRASS MOUNTED DOUBLE IRON BEDSTEADS and BRASS SWINGING WARDROBE, CHEST of DRAWERS DRESSING TABLES, and MARBLETOP WASHSTAND. Oue SEMI GRAND PIANO by KAPS with IRON FRAME made especially for this climate, condition equal to new,

Catalogues will be issued, and the whole to be on view on MONDAY, the 27th inst. TERMS OF SALE :- As Customary. J. St. ARMSTRONG, Auctioneer. Hongkong, 21st January, 1896

Two COOKING RANGES.

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consulation Free. Hongkong, 23rd September, 1891.

CIENTING.

BELL'S ASBESTOS EASTERN AGENCY, LD. 28, QUEEN'S BOAD CENTRAL.

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces

BELL'S ASBESTOS CLOTH FOR FILTERS.

from which it is necessary to prevent radiation of heat. This Composition is-UNEQUALLED as an Economiser of Fuel, frequently effecting a Saving of 30 to 40

UNEQUALLED for Durability; being composed of Indostructible Materials, its non-

conducting properties do not deteriorate. UNEQUALLED in Point of Covering Capacity. UNEQUALLED in Ease of Application.

An Ice-chest lined with ABOVE COMPOSITION WILL KEEP ICE THREE TIMES AS TOILS AS ESTIMATES given for Work finished Complete. Sole Agents in the East for :-

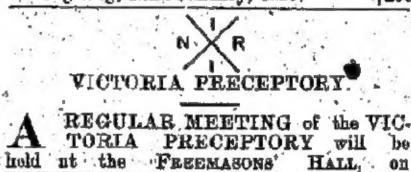
SPHINCTOR GRIP ARMOURED HOSE. THE NEW WIRE WOVE ROOFING- CO. THE ALUMINIUM AND GENERAL FOUNDEY CO. Snowdon, Bons &Co. "Snowdrift" Manufactures.

W. JACKSON, Manager. NIEW YORK LIFE INSURANCE CO. ESTABLISHED 1845.

Cash Assets (30th June, 1894)...\$155,453,428.73. THE NEW ACCUMULATION POLICY A Policy with but a Single Condition, namely, the Payment of Premiums, and WITH NO RESTRICTIONS WHATEVER after the Policy is issued. It contains Special Privileges in respect of Payment of Premiums, Reinstatement, and Loans on Policies at 5% Interest. Full Particulars on Application to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 15th February, 1895. [a1558] ZETLAND XX No. 525 E.C.

MEETING of EMERGENCY of ZET LAND LODGE will be held at the FREEMASONS' HALL TO-NIGHT, the 24th inst, at 8.30 for 9 P.M. precisely. Brethren are cordially invited to attend Hongkong, 22nd January, 1896.



for 5.30 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 21st January, 1896. NOW READY

WEDNESDAY, the 29th instant; at

MAIL TABLES. THE Card published at the Daily Press Office English Mails, homeward and outward

Parcel Post Calendar for 1896 That is, more information than is given on one printed in London for which fifty cents is charged. The price (cash only) of the locally printed correct card is 20 cents on paper, 30 cents on cardboard.

· AUCTIONS TALUABLE LEASEHOLD PROPERTY Situate at the PEAR, Victoria, Hongkong, to be sold by

PUBLIC AUCTION

THURSDAY, the 30th JANUARY, 1896, at 3 o'clock P.M., at the Premises. "WELLBURN" MOUNT KELLETT ROAD,

Mr. G. P. LAMMERT, Anctioneer, ALL THAT piece of Ground situate at the Peak between Mount Kellett and Aberdeen New Road, Hongkong, abutting North on Govern: ment Ground and measuring thereon 88 feet, rates. South on Government Ground and measuring thereon 128 feet, East on Government Groun immediately adjoining Aberdeen Road and measuring thereon 274 feet; and West on Government Ground immediately adjoining Mount Kellett Road and measuring thereon 245 feet, containing in the whole 27,509 Square Feet registered in the Land Office as RURAL

BUILDING LOT No. 57, TOGETHER with the Capital Message or Cenement exected thereon known as "WELL-BURN," consisting of A BASEMENT 7 feet 1st FLOOR.-Drawing Room, Dining

Room, 3 Bed Rooms with Bath Room attached to each Bath Room, and a Drying Room recently. OUT OFFICES, consisting of Kitchen, Boys' and Coolies Rooms. GAS and WATER laid on. There is also a full sized TENNIS

Held for the residue of a term of 75 Years from the 8th February, 1888, subject to the payment of the Annual Crown Rent of \$64 per Covenants to be performed in respect thereof. Subject also to the annual payment of \$1 per annual to the Government being rent for oneronehment approach Road to the said Lot on the North aids thereof from Aberdeen Road. Subject also to the existing Lease from the 1st day of April, 1895, for a term of Two Years at the monthly rental of \$110, exclusive

The Messuage has only recently been re-roofed and thoroughly repaired, and is well protected from Typhoons, facing South. The Lot is situate in one of the best parts of the Peak, having an uninterrupted view of the Village of Aberdeen and Bay immediately beneath and extensive views of the Sea and Islands in the distance. For Further Particulars and Conditions of

MATTHEW J. D. STEPHENS,

18, Bank Buildings, Hongkong,

Vender's Solicitor.

Sale, apply to

G. P. LAMMERT, Anotiononr. Duddell Street Hougkong. Hongkong, 22nd January, 1896. PUBLIC AUCTION. MR. J. M. ARMSTRONG has received to sell by PUBLIC AUCTION

FRIDAY, the 31st day of JANUARY, 1896, at 3 o'clock in the Afternoon at the Premises. SECTIONS L. O. and T of Marine Lot No. 00, and Sections B and E of Marine Lot No. 91 with the Houses known as Nos. 3, 17, 19, 21, and 23, Taz Mi Alley and Nos. 115 and 116, Praya West.

may be had on application to C. EWENS. Bolicitor, J. M. ARMSTRONG, Austioneer,

Hongkong, 18th January, 1896.

TASONIC BALL. Under the auspices of the DISTRICT GRAND

LODGE OF HONGRONG AND SOUTH CHINA

will be held at the CITY HALL on MONDAY

17th FERRUARY, 1896, to commemorate the

JUBILEE of the introduction of FREEMASONBY into Hongkong and the Founding of Zer-LAND LODGE, No. 525. Intending Subscribers will find Lists at-The HONGKONG CLUB. The HONGKONG HOTEL. The VICTORIA HOTEL. THOMAS'S GRILL ROOMS Mesers. CAMPBELL-&-MOORE. Mesers. FALCONER & Co. Mesers, KELLY & WALSH

Messrs. A. S. WATSON & Co., Ld. Hongkong, 16th January, 1896. DAVID CORSAR & SONS NAVY BOILED. LONG FLAX RELIANCE CROWN TARPAULING

ARNHOLD, KARBERG & CO.

Sole Agenta.

Mesers. LANE, CRAWFORD & Co.

NOTICE. THE Undersigned have been appointed AGENTS of Messrs. LEEMANN & GATTY'S PATENT FAST DYED KHAKI for MILITARY SERVICES.

DENT PRICES: ARNHOLD, KARBERG & CO. Hongkong, 10th December 1895. DORTLAND CEMENT J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA

HOLLIDAY, WISE & CO.

and are prepared to execute Orders at Cur-

TOUNT AUSTIN HOTEL

Hongkong, 11th April, 1883

1,400 feet above sea level. Telegraphic Address, Excelsior Hongkong, A.B.C. Code

This MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed. The CUISINE is under the personal superin tendence of an experienced European Steward. LAWN TENNIS .- Three Courtain splendid

ondition are kept for the use of Visitors.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced For further Particulars, apply at the OFFICE, 8 and 40, QUEEN'S ROAD CENTRAL, or to

MOUNT AUSTIN HOTEL,

The Manager.

Hongkong, 2nd September, 1895.

TEST Accommodation

DEST Attendance

DEST of Everything in the East

SHAMEEN, CANTON, This FIRST-CLASS HOTEL is situated on the French Concession, facing the River

within only three minutes walk of the River

(LATE SHAMEEN HOTEL, CANTON).

at the Hongkong Hotel.

T. F. DA CRUZ, Managing Partuer Canton, 1st January, 1895. VICTORIA HOTEL CANTON,

Telegraphic Address, " NEW."

Steamers' Wharves.

MATESSES. MADAR & FARMER bave. the pleasure to inform their Patrons. Noon to 2 p.m. ........ Every quarter of an hour. Friends, and the Public generally that, having 3 p.m. to 8 p.m. ...... Every quarter of an hour. leased the SHAMEEN HOTEL, they have Night cars from 9 p.m. to 11 p.m., every half hour. The Premises are held for the residue of a Refurnished the whole Establishment, had it now HE-OPENED it under the more popular term of 999 Years. Annual Crown Rent £3 10s. Conditions of Sala and Further Particulars Style of VIOTORIA HOTEL. For further Particulars, apply to the

PRICE \$21 PER MONTH

SHIPPING. ARRIVALS. Jan. 22, Chingwo, British str., 3,883, Gray. Kutchinotzu 18th Jan., General,-Hourt-BAT. WIBE & Co. Jan. 22. HANGCHOW, British str., 999, P. Ben.

· Rice: &c.-Butterfield & Swife.

Jan. 22, Heinfung, Chinese str., 1,505, War-

wick, Chinkiang 18th Jan .- C. M. S. N. Co. Jan. 23, Albingta, German str., 1,100, H. Witt. Singapore 15th January, General. Jan. 28, CANTON, British str., 1,110, Thos. Sellor, Canton 23rd January, General,-

nott. Whin and Chinking 18th Jahuary,

JAEDINE MATHESON & Co. Jan. 23, Et. DORADO, British str., 892, Tadd Canton 23rd Jan. General - JAEDINE, MATHESON & Co.

Jan. 23, Eron, British str., 1,775, H. Brophy, London 28th Nov., and Singapore 14th Jan., General, DODWHLL, CARLILL & Co. Jan. 23, Namoa, British str., 863, T. P. Hall. Fooshow 19th Jan., Amoy 20th, and Swatow 22nd, General -- DOUGLAS LAPRAIN & Co. Jan. 28, CHINA, German str., 1,114, P. Voss, Saigon 18th Jan., Rice.—MELCHERS & Co. Jan. 23, FEICHING, British str., 970. Warren,

Canton 28rd Jan., General.—C. M. S. N. Co. Jan. 23, KEONG WAY, British str., 1,115, R. Unsworth, Bangkok 15th Jan, and Ang Hin 16th Jan., Rice and General - YUEN ad. 23, Benledt, British str., 1,581, R. Forquhar, Moji 18th Jan., Coal, GIBB, LIVING-

Jan. 23. TRIUMPH, German str., 700, Moller,

Hoihow 20th Jan, and Pakhoi 22nd, Gonoral.—Jebsen & Co. ULEARANCES. AT THE HARBOUR MASTER'S OFFICE. 23rd JANUARY. Formosa, British str., for Swetow. Whampou, British str., for Shanghai. Tacoma. British str., for Amoy. Loosok, British str., for Swatow. Chelydra, British str., for Singaporo.

STON & Co.

El Dorado, British str., for Swatow: Murtha, German str., for Saigon. Esmeralda, British str., for Mauila. Heinfung, Chinese str., for Swatow. Tigris, British str., for Amoy. Petrarch; German str., for Saigon. Hiroshima Maru, Japanese str., for Kobe. DEPARTURES. Jan. 23, Ingraban, German str., for Saigon.

Jan. 23, YUNGPING, Chinese str., for Canton. Jan. 23, FUR Po. Chinese transport; for Hoihow. Jan. 23, EMILT F. WHITNEY, Amr. ship, for New York. Jan. 23, Marie Jebsen, Ger. str., for Saigon. Jan. 23, Cass, Chinese str., for Pakhoi. Jan. 23, SMITH, Chinese str., for Pakhoi. Jan. 23. CHELYDRA, British str., for Calcutta. Jan. 23, Et. DORADO, British str., for Swatow. Jan. 23, ESMERALDA, British etc., for Manila. Jan. 23. HANGCHOW, British str., for Conton. Jan. 23, HIROSHIMA MARU, Jap. str., for Kobe. Jan. 23, HSINFUNG, Chinese str., for Swatow.

Passengers: Per Albingia, str., from Singapore. -350 Per Namoa, str., from Coast Ports.-Mr. C. II. Jones.

Jan. 23, Oopack, British str., for Shanghai.

Jan. 23, WHAMPOA, British str., for Shanghai

Jan. 23. Tigris. British str., for Swatow.

Per Keong, Wai, str., from Bangkok.-Mr. rnd Mrs. Cairns, Mr. Imhoff: VISITORS AT HOTELS. HONGKONG HOTEL. Mr. & Mrs. Livingston

Roc Mr. A. W. Looker Miss J. Balbas Mr. L. Barindoague Miss E. Loyzagurs -Admiral S. Makaroff Mr. J. H. Martin Miss Esteta Belinfantes Mr. J. W. Bolles Mr. and Mrs. A. H. Mr. L. Martel Rev. & Mrs. Mason, Vice-Admiral & Mrs. A. Mr. and Mrs. C. Mooney Buller, maid & valet & family Captain & Mrs Motver Master Edward Buller Mr., W. J. Canter Mr. J. Murchie Capt. & Mrs. H. K. Carey Mr. J. W. E. Oliver Capt. & Mrs. Falmer Mr. W. Parfitt Mr F. B. Dencon Major & Mrs. Pemberton Surg. Col. Preston Mrs. J. S. Rouch

Mr. C. Roghe . Mr. Geo. Fenwick Mr. H. Sandberg Miss Victoria Ferry Mr. Paul Schurbert Rev. & Mrs. G. T. Slade Mr. M. Gauhe Mies H. P. Sinda Mrs. J. T. Smith Miss Smith Mr. Greenfield Mr. F. W. Hall Miss L. Summers Mr. & Mrs. J. P. Thomas Captain T. Hall Mr. R. L. Thomas Maj. & Mrs. Hapham Mr. C. Harris Archdeacon and Mrs. Mr. Max Heymann Thomson

Miss Tippinge & maid Mr H E. Tomkins Mr. T. Howard Mr. W. B. Walker Mr. L. Weister Mr. A. N. Huke Capt. & Mrs. Hunt Surg-Maj. & Mrs P. H. Mr. A. G. White Captain Spencer Wilds Mr. W. T. Wrench Mr. Morton Jones Paymaster C. H. Jones, Commander Wire Wyley Miss Wyley & Governoss Mr. J. W. Kingborn Captain E. L. Zalinski Mr. G. A. Kottgen

Mr. & Mrs. Arthur An. Mr. & Mrs. F. J. Haver Mr. & Mrs. John Andrew Mrs. Inchbuld, children & Staff Burgeon Keays, R.N. Mr. & Mrs. Vivian Bowden Mrs. Kenys Mr. & Mrs. Kirch & child Masters Bowden (2) Mr. Hart Buck Mr. & Mrs. Macbean, children & nurse Dr. Cantlie Mr. & Mrs. McCallum and Mrs. Cuntlio Master Neil Canthe Mr.& Mrs. Charles Cohen Mr. H. F. Meyerink Mr. Henry Crawford ... Col. Nepcan, R.M.L.I. Mr. Spencer A. Descon Mrs. Nepeart Mrs. Dick-Melbourne Mr. F. J. Norman Miss Dick-Melbourne Mrs. Olifent & child

MOUNT AUSTIN HOTEL.

Mr. & Mrs. Gordon Mr. Thomas Capt. A. Tillett Miss Gordon VESSELS IN DOCK ABERDEEN DOCKS. Kowloon Docks. H.I.G.M.S.Kaiser, Kong Beng, Doris, Chowfa, Namos.

Mr. Smith Alliston

Mr. J. Stewart

Miss M. Dick-Melbourne Mr. H. E. Pollock

Mrs. Eccles & child

Capt. Eccles

COSMOPOLITAN DOCK .- Rhodors, Marths, Ancona, Daniel Barnes. TO-DAY Meeting of Zetland Lodge, at 8.30 p.m.

TONGKONG "HIGH-LEVEL TRAM-TI WAYS COMPANY, LIMITED. TIME TABLE.

FROM OCTOBER 15TH, 1894, UNTIL FURTHER NOTICE. WEEK DAYS. 7.30 a.m. to 10.30 a.m. ... Every quarter of an hour:

11.30 a.m. to 12.30 p.m. Livery half hour.
12.30 p.m. to 2.80 p.m. Livery quarter of an hour.
3.30 p.m. to 8.00 p.m. Every quarter of an hour. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour. BATURDAYS. Extra Night care at 11,80 and 11,45 p.m. 10:30 n.in, and 70:40 a.m.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 18th October, 1894.

HARD SPELTER to Sell would be glad of communication from Buyers. Apply in first instance to "X. I." care of WM. NEW VICTORIA HOTEL PORTEOUS & CO. Advertising Agents, 150 GLASGOW, SCOTLAND.

COTCH FIRM having large Quantities of

Hongkong, 10th January, 1896.

## INTIMATION.

A. S. WATSON & CO., LIMITED.

### SPIRITS AND

ESTABLISHED A.D. 1841.

ALL these are selected by our London occasion recommended jam to the attention House, bought direct at first hand: imported in wood and bottled by ourselves, thus saving all let us look at ice. Ten years ago a person intermediate profits, and enabling us to supply investing \$1,000 in the stock of the Hongthe best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

after removal should be rested month before use. When required for , drinking at once it should be ordered to be docanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raising and use is regulated by common sense and currents, as is generally the case with Cheap Winos.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and

WHISKY-All our Whisky is of excellent quality and of greater age than most brands in the market. The Scorce WRISEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

to be genuine when bought direct from us in the Colony or from our authorised Agents at ing there are certain securities, with consols the Coast Ports.

A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896. NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their name and address communications addressed to the Editor, me

for publication, but as evidence of good faith.
All letters for publication should be written on No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for cerra copies of DAILT PERSS should hour the supply is limited. Only Supplied for Cash P.m. for this port.

Telegraphic Address Press. ... Telephone No. 12.

In a recent number of the Speciator appears an article replying to a letter by Mr. D. L. B. Schloss in the Investor's Review on the Hongkong Football Club will hold a Rugby decline in the rate of interest and the hardship it brings to investors. Many residents in the Far East will feel a lively sympathy with the grievance exposed by Mr. Schloss, for they are experiencing it in their own persons. Less than thirty years ago anyone in inst this part of the world might count upon receiving twelve per cent. on his money with perfect security. To-day the Banks will only give him four per cent., and there are seeing that the Banks all have more money "interest on good securities, which has been " going on for thirty years, has excessively "harassed and injured them, has, in fact, "deprived them of all the benefit yielded "to other classes by the reductions of " taxation, and of nearly all, if not quite all, "the advantage to be derived from the them was found three rifles and several rounds "general fall in prices. They save and of ammunition; the others had revolvers in their "save; and as they save, the value of their "savings is taken away from them by an he struck and kicked the constable and owing "automatic process which they can neither to his violence one man escaped from fication the increase in the revenue which the "prevent nor censure. In 1860, with a "little management, an investor could obtain | rufflan. Mr. Ellis, who afterwards appeared for on the best security £500 a year for every "£10,000 he possessed; while at the present," "in the same securities, he is lucky if he can "get £275; and, indeed, he cannot get it "without running some risk. As the first "object of saving in this country is to obtain "income, either for the investor or for those "whom he is bound to protect, the effect of "the fall of interest has been to reduce the " reward of thrift by one-half-a half which suggests that for the benefit of investors the done with national surpluses, it says, except where a safer investment, though the return is to be honest and pay our debts with them, not particularly handsome. The reserve fund leaving investors to take care of themselves does not consist of accumulated carmings, but questions I beg to move that the report and be it will also be suggested that one of the with a buffer I made some experiments a few as best they can. "We entirely admit their "grievance, which we have often pointed by way of premium on the second issue, and passed the net examings of the capital and reserve fund Mr. Shewan -I have very much pleasure in Formerly collisions were not so fatal, as sailing mann, Commodore Boyer, and many captains "expense of the nation." Nor is there any less and shareholders hope that in time it I think Mr. Sharp, like the gentleman who minimised. It is also necessary to mention souled the amidship section of a ship. A small indication that the decline has nearly may be much more, as a good deal of the wrote to the Daily Press the old days the speed of the ships was buffer of a quarter of an inch thickness of The national debt has already shrink from £838,000,000 to the progress of the development, and if, as Mr. on mortgages is not I think,—at any rate there effectively than the buffer the ram easily penetrated the skin. His Excrimence—In answer to that questions. reduced to £400,000,000 and be within

The large amount of capital being continu- presented at yesterday's meeting.

ally liberated from the national debt has seek reinvestment elsewhere and must necessarily go on depressing rates.

But the lot of the investor is perhaps

not quite so unfortunate as Mr. Sontoss

would represent it. For instance, the recent

reduction in the rate of interest in the Far

East has sent up the value of all good

dividend paying stocks, so that the old

investor finds that while his income remains

undiminished (for dividends are not likely

to go down) his capital has been angmented

The late Lord BEACONSFIELD once referred

to the chemical trade as a test of commercial

prosperity, and Mr. GLADSTONE on a certain

of his hearers. Following these great minds

kong Ice Company, Limited, received

return of \$60 per annum, while if he has

kept his holding to the present time he has

the satisfaction of receiving a return of more

than \$150 and knowing that if he wishes to

realise he can get \$2,200 for the \$1,000 in-

vested ten years ago. We do not think the

investor has much to complain of in that

position. But, Mr. Schloss would say, in

vestment in ice shares is speculation and the

professional man dare not "speculate lest"

"his daughters should starve." There we

come to a question of terms; where does in

vestment end and speculation begin? That

would be a difficult question to answer, but

t was never more true than in the present

day that money makes money, provided its

discretion. Those for whom "the country

"has been taxed for years in order

to make them richer while they are

'asleep" are in rather a bad way, but if

they choose to wake up and take an active

part in the direction of their capital there

ployment. If they succumb to the allure-

ments of speculations in gold mines and the

like they will have to stand the risk, but

there are plenty of sound investments to

be had offering the prospect of increased

dividends and an increase in capital value.

No doubt there is an element of risk in all

of them. Even consols themselves are not

theoretically free from risk, as is shown by

political disturbances; but practically speak-

to go on declining, and the investors who

put their money in them will suffer propor-

tionately, but for those who are willing to

The C. P. steamer Empress of India arrived

Yesterday afternoon on the Happy Valley.

after a close and even game, H.M.S. Centurion

The N. P. steamship Victoria, from Tacoma,

This afternoon on the Happy Valley the

The P. M. steamer Coptic, with mails, &c.,

via Nagasaki, Koba, Inland Sea, Yokohama, and

Honolulu, arrived at her destination on the 21st

to be solved by the fact that at Ayuthia re-

come ashore from a steamship, and on one of

possession. P.C. Lippiatt also charged one of

the defendants with assault. When arrested

months imprisonment was passed upon this

meeting of the Land Investment and Agency

Company, it may not be out of place to suggest

port, via the usual Japan ports of call, to-mor-

of the directorates.

row, the 25th instant.

attend. Kick off at 4.45 p.m.

REUTER'S TELEGRAMS. SUPPLIED TO THE "DAILY PRESS."

will be taken into dock to-day or to-morrow.

LONDON, 21st January. THE MONROE DOCTRINE: A resolution of the Committee extending the Monroe doctrine has been reported to the Senate. The effect of this resolution if carried out will be to place the smaller American powers in absolute subjection to the United

THE UNITED STATES AND THE VENEZUELAN BOUNDARY

DISPUTE. President Cleveland's Commission has invite Great Britain and Venezuele to furnish it with evidence regarding their respective claims.

[FROM THE "BANGKOK TIMES"] LONDON, 9th January, FRENCH OPINION ON THE TRANS. VAAL CRISIS CHANGES. The French newspapers are veering round and beginning to be in England's favour.

AGAINST GREAT BRITAIN. It is believed in well informed quarters th Gorinany has for some time past been maturing schemes to arrest the progress of British ascendancy in South Africa.

DISCOVERY OF DIAMONDS IN

ALLEGED GERMAN PLOTTING

AUSTRALIA. LONDON, 11th Januar An important discovery of diamonds has been made in North-west Australia.

THE REBELLION IN FORMOS

HEAVY LOSS OF THE. REBELS. SPECIAL TELEGRAM TO THE "DAILY PRESS.

TAIPEBLE, 23rd January. Battles took place with the retreating rebels is abundant room for its remunerative emnear Zelan on the 17th and 18th inst. The -rebel-less on the first day was three hundred killed and on the second day sixty. The

> HONGKONG LAND INVESTMEN AND AGENOY CO., LIMITED.

The ordinary general meeting of the Hongkong Land Investment and Agency Company. We only guarantee our Wines and Spirits the fluctuations in their value caused by ing, yesterday, at noon. Hen. J. J. Bell-Irving Limited, was held at the offices, Victoria Build- and accounts." prosided, and there were also present-Hon. C Chater, Messrs. N. A. Siebs, D. R. Sassoon. M. D. Ezekiel, S. St. Michaelsen (Directors). at their head, that are looked upon as A. Shelton Hooper (Secretary), Hon. absolute. On these the interest is likely McConsolue, Mesers. G. Murray Bain, G. C. Cox, J. H. Cox, V. H. Deacon, N. J. Ede, J. M. Forbes, C. Ford, E. Georg, J. M. Good-C. S. Sharp, and A. Woollov.

incur the risk of employing their capital in reproductive undertakings there was per-The CHAIRMAN said-Gentlemen, before prohaps never a better field than at the present ceeding with the business of the meeting I desire, on behalf of the Directors, to express day; and wise legislation has already done their sincere regret at the death of their colmuch, and may still do much more, to proleague Mr. Poon Pong, who was a member of this Board since the formation of the Comtect the investor in joint stock undertakings pany. The report and accounts for the past | C Peter. from fraud and mismanagement on the part | year having been in your hands for some days, will, with your permission, take them as read, and I trust you consider them satisfactory. You will observe on reference to these that our mortgage account again shows a Kobe at 2 p.m. on Wednesday and left at 10 considerable falling off, and consequently the revenue from this source is correspondingly less, while our rent account has increased, owing to the larger amount we have in- their addresses are known. vested in property. The total amount on defeated the Hongkong Football Club by two mortgage and invested in property when we closed our accounts was \$4,310,360.66 as against ADMIRAL MAKAROFF'S COLLISION 34,406,166.59 on the 31st Dec., 1894, yet our total revenue from these sources shows an year. As I have already stated, our properties

tions I should like to ask. The first is, Have soldiers going to Pakhol, were charged with carry- about your mortgages? The second is, Do you \$10 to \$20 were imposed, The defendants had | the debit of revenue account?

The CHAIRMAN-The answer to your incharged at all on undeveloped properties. Hon. A. McConachin-Thank you.

Company derives from its investments and proporty. I hope that this increase may be capable of expansion in the near future, because I notice the defendants, asked for a re-hearing of the arms that taking the amount invested in property cases on the ground that the defendants were and the rents derived therefrom we only by all present. (Applause). exempted from the operation of the Ordinanco get a return of something like 4.15 per

and it would certainly be difficult to find any. whole period under review.

by way of premium on the second issue, and and passed.

on Monday night, was yesterday pumped dry, and the hole in her fore part patched up. She

pleasure in seconding the adoption of the report by filling the compartments with fresh water ship could not be easily propelled, and besides, if the method proposed by Admiral Maka-Mr. Share-I should like to disclaim any trial ought to be made in the presence be safe only when the blow was perpendicular. that it rests on an entirely sound basis. The desire to be unfriendly or unfair to the Com- of competent officials, who should certify In order to show the difference of the effect of problem we have before us is to so, direct the

directors at their next meeting. The resolution was carried.

On the motion of Hon. A. McConachie. seconded-by Mr. EDR, Messrs. N. A. Siebs and M. D. Ezekiel were re-elected directors. Mr. GEORG proposed the re-election of the retiring anditors. Mesars. F. Henderson and J.

Mr. LEIGH seconded.

The CHAIRMAN. That concludes the business of the meeting, and I am very much obliged to von for your attendance. Dividend warrants will be ready to-morrow on application at the office. Those shareholders outside the colony will have their warrants posted to them where

BUFFKR.

MEETING AT THE CITY HALL. naval career, but his own Government very seen Mr. C. S. SHARP-Mr. Chairman, I think recognized the great ability of their young of-war and the skin of the latter was penetrated. naval officer and hearing on such an important subject as the reducing of the risk to life and property, will be followed with close attention

Mr. SHARP I see.

Place at the bulkhead, and for this reason two strate the difference between touching the skin or ask questions.

The CHAIRMAN—As there are no further big compartments were filled with water. May with a ram which is without a buffer and a ram Mr. WOOLLBY of bard cash subscribed by the shareholders statement of necounts as presented be adopted bulkheads could not stand such an immense pres- weeks ago on board my fingship Emperor Nichoamount to 5.56 per cent, which admits of seconding the motion, and I congratulate the ships, which are usually constructed with a were invited to witness them. A model rethe payment of a dividend of 8 per cont. on the management on the statement they have sub- fiddle bow, have bowsprit and so much, rigging presenting a ramming vessel was moved by h capital. The dividend is never likely to be mitted and the improvements shown therein, in front that the effect of a collision is of course weight so as to ram a model which repreproperty is undeveloped. Some informa (laughter)—has been unintentionally a little very much less than it is now, and that the cotton cloth was made which could be adjusted the longest to be afforded, however, as to unjust to this Company. The amount invested ships were mostly of wood, which resists more to the ram. When the blow was dealt without Shewan suggested at yesterday's meeting, an is no reason to suppose it entirely cash belong. the present day. A fiddle how usually damaged of the other model and the ramming vessel tion I may say that such experiments would be application is to be made for legal sanction to ing to the Company. Some of it is probably only the apper part of the ship, and before the made an inroad of three-quarters of an inch too expensive for a private individual, and the

the tip about 8 per cent, which is very different place the skin of the ship is penetrated from the writer in the Daily Prose made the gunwale to the waterline, and an immense of the writer in the Daily Prose made the gunwale to the water into the vessel is the result. Pened in the two before mentioned cases. It which his Excellency Admiral Makaroff has carcent. I also notice an increase in the commis. Let us go into the details of the collision so shows that the model experiments, if properly, ried out. I may say in the first place that the sion account from \$7,800 last year to \$8,925.96 that we can ascortain whether any remedies can carried out, are very useful in testing the whole question has occupied the attention of shipthis year, which is also a gratifying improve- be applied to lessen the danger. I shall try to application of now improvements. Does it builders for the last fifty years—ever since ment. The improvement may to some people be as brief as possible, but, in order that you not also show that something can be done ships have been built of iron—and the subject seem slow and perhaps not very substantial, but should better understand, let us look at the offeet of collision? What has hitherte been approached from just the still it is steady and gradual; and those people matter from every point of view. The first and is the reason, then, that up to now nothing has opposite direction to that explained by Admiral best remedy which one can propose is to avoid a been done to minimise the effect of collision? Makeroff. Whereas Admiral Markaroff seeks at once, nor can suitable tenants be found for collision altogether, and certainly every improve— We see improvements in every branch of ship—to introduce a buffer on the ness of the means loss of interest means portant, but the conditions under which seamen item as this left without due attention? There attempted to device a scheme whereby the ship loss of revenue. It is a mistake to expect large have to navigate are sometimes so difficult that is something which interferes with this most struck would be proof against disastrous results profits from this property all at once. This is it is perfectly certain that collisions will take necessary improvement. I believe I shall not after collision. That idea fell into disuse not a speculative stock; it is a stock eminently place in future, netwithstanding any rules hart anybody's feelings if I say that the main until about eighteen years ago, when the Adfor the cautious and careful investor who, above that may be proposed in order to make naviga-all things, seeks safety for his investments, tion as safe as possible. The second remedy is the false supposition that they cannot be it would be desirable to use merchant ships for (Hear, hear). Such an investor at home would is to minimise the effect of collisions, and on improved. I believe this is really due to pre-receive from consols something less than 2; per this point I shall speak afterwards in detail. judice; at any rate no scientist has yet proved subdivisions were introduced into the ships. cent, while here we are receiving very little less. The third remedy is to have watertight bulk: this supposition. It is everybody's fault that At that time—in 1877 or 1878—there were not than 6 per cent, on our original outlay. It heads, so well disposed and so strongly built this prejudice exists. Quand tout le monde a test twenty first class passenger steamships in the may seem out of place to mention consols that they should localize the inflow of water. tout le monde a raison. Where there is a world of any nationality whatever which and lands in the same breath, but if you It was at the beginning of my service that I prejudice there is no progress, and the first satisfied even the most rudimentary necessities consider how safe and solid and strong this commenced to study this question, and some thing that we have to do is to remove the for safety in time of collision, and only Company is, how free from speculative business, and how carefully it is managed, and how much more closely than any other company its interests are bound up with the interests of the colony. I do not think you will find the comparison so far fetched. At any rate there is no other company in Hong-like and some thing was done in the Russian nevy to make the fact that the desired way they will be improved in a very short time. It is taken for granted that the energy of a lowever, of the representations made to the blow which is developed by one ship striking another is so very great that no means can be forward, and now, owing to the efforts of Lloyd's and the Russian nevy to make the solid way they will be improved in the desired way they will a vessel to sink, as there were no means to check the inflow of water. In consequence, be improved in a very short time. It is taken for granted that the energy of a however, of the representations made to the blow which is developed by one ship striking another is so very great that no means can be forward, and now, owing to the efforts of Lloyd's and the Russian nevy to make the bulkheads more efficient. I shall not trouble be improved in the desired way they will a vessel to sink, as there were no means to check the inflow of water. In consequence, be improved in the desired way they will be improved in the desired way they wil kong that so well deserves to be called the the fact that everything on board a ship is tested skin. Let us see if this is so. A big ironclad steamships are more or less provided with bulk-consols of Hongkong. While on the subject before she is taken from the hands of the ship of 10,000 tons ramming at five knots speed gives heads against collision—nlways supposing that of censels and gilt edged securities there is one builder. Capstans, rudder, engines, cranes, a striking blow of 15,000 foot tons, while the bulkhends are reliable. Fivon now news travels point I wish to put before the directors, and I winches—everything in fact is tested in order muzzle energy of one 12 inch projectile is 20,000 very slowly, and I should be very sorry do it with very great diffidence because I am to ensure that the whole of the fittings are quite foot tons. You know very well when you propel if this meeting closed without some innot sure that it is a very practical proposal, sound and capable of performing the work they the projectile with this energy one way the gun formation being given as to the conditions Would it be possible to have land shares are meant for. Watertight bulkheads are ex- and the carriage are thrown with the very same under which the bulkheads are put into the vessels included amongst the list of securities, cluded from this examination. If you ask a ship-energy into the opposite direction. Should no and the tests to which they are subjected. At if there is such a list, which the law builder if he tried the bulkheads he will answer thing be arranged to withstand this blow a the present time in the Royal Navy all bulkheads allows for the investment of trust funds? "Yes;" and he is perfectly right, because he lot of damage would necessarily follow. But of any moderate size and all compartments of I know that a good many trustees would be is obliged to test them with the fire hose. If, hydraulic buffers easily absorb this energy moderate size are actually filled with water, not glad to be able to put their money in lands if after collision, bulkheads were not subjected to in a space of two feet, and really the only to the level of the water line, but generally they could do so without breaking the law. I a more severe trial of their strength, then of shock is scarcely felt on board the ship. about five feet above the water line. With regard myself have had to invest money under a trust course it would be all right, but unfortunately. If it was a question of absorbing the energy of deed which distinctly states that the trustees when a compartment is filled with water the the big frenched striking perpendicularly on test but the lose to apply, but it must be borne in

can invest in any lawful securities. To the pressure which the bulkhead is subjected to some firm solid block strong enough to receive mind that very elaborate calculations can be ordinary mind it would seem that there are is very heavy, and I think the only way to be that blow, then an ordinary 12-inch gan's made, and I can speak in an impersonal way many lawful securities in Hongkong, and it absolutely certain of the strength of the bulk buffer fixed on the rum would take the whole because they were made by members of Lloyds' would never occur to him that land shares were heads is to try them under similar conditions energy of the 10,000 ton ship striking at the Registry and also by the Bulkhead Committee an unlawful security. These who unfortunately to those in which they will be after the com- speed of five knots. This example shows that which sat about three years ago. Very assful have had experience of the peculiar workings partment is filled with water. Allow me to the energy of the blow is not so very enormous, work indeed was done by the Bulkhead Comof the legal mind will not be surprised to hear give you an example. Now only few many- Generally speaking a collision nover occurs mittee and some valuable experiments were that I was advised that this clearly meant that facturers know how to make guns strong when the boats are going full speed. Engines made as to the strength of bulkheads, and I I could not invest in any stocks at all in Hong- enough to resist the immense pressure of are always reversed before the collision takes think we may take it that now we know kong, so I had very reluctantly to put money powder, and nobedy dare make a gun place and that diminishes the speed consider- very nearly all we want to know as to what on fixed deposit which I would more cheerfully with inferior metal for the simple reason that ably. Experiments show us that if the big amount of stiffening is required in specific have put in land shares. If the idea is im- every gun is put to a very severe trial before it gest ship in the world was going at full cases to make the bulkhead absolutely reliapracticable it will do no harm if I call the is taken from the hands of the makers. If this speed ahead she could be brought to rest ble in case of collision. Indeed, bulkheads attention of lawyers and capitalists to this condition were not insisted upon anybody three minutes after the engines are reversed may be taken as reliable in all first class point and ask them to bear land shares in could make a gun which would resemble the from full speed about to full speed astern. steamers; they will not forsake you just at the mind when next drawing up their trust deeds. very best specimen, but it is cortain that the I have pointed out that the skin of the ship moment of trial. With regard to the look stop-Japanese loss in the two engagements was But the one point I wish to make, gentlemen, first time the gun was fired it would be blown to struck is penetrated because of the hatchet like per there is very little doubt that relying is if mortgages, consols, and Indian railway pieces. If we cannot accept guns, capstans, action of the striking vessel. Should upon that is like relying on a broken reed. If shares, and other stocks of that kind are held in. winches, &c., without trial, why then do we the fore part of the skin of the you make a hole six inches square and ton feet such high favour by the law, why should land accept bulkheads without trial? I propose that ship collided with would be buttered in, but not below the water line, a thousand tons of water shares, which seem to me a much simpler and when a ship has been fitted with engines, broken. The effect of the collision would be an hour comes into the boat, and it is hardly more convenient and more easily realisable boilers, watertight doors, and everything damage more or less serious, but there would be necessary to say that there are few vessels that form of investment in mortgages and land, be else which cannot be damaged by water, no hole in the skin. Certainly, it is impossible cun bave any appliances for turning out that

pany. My remarks were made in a spirit of that the bulkheads are strong enough to with the sharp bow and the flat bow, allow me to energy that it shall erash up asoless material friendly criticism and nothing else. (Hear, stand the full pressure of water, and that they give you the following example. Suppose I and so save the vessel from foundaring. Adare watertight. This trial over, the boilers, see the Chairman in danger and I wish to move miral Makuroff very wisely limited his method Mr. Shewan I think I said the error was cylinders, pipes, &c., can then be covered with him in order to save him. If I try to move to low speed. Take a 10,000 ton ship going the usual non-conducting composition and the him by pressing him with the point of a sharp fifteen knots. The energy in that vessel is so The CHAIRMAN-With reference to what cabin fittings put in their proper place. knife I am sure to kill or at least to wound him enormous that it would be very difficult to mann, R. Shewan, R. K. Leigh, W. Parlane, has been said about the investment of trust Probably all this work will occupy a week or so, before the force of my blow sends him back. frustrate it. But when you come to a speed of S. Sharp, and A. Woolloy.

The Secretary read the notice calling the the matter will receive the attention of the for by the ship being guaranteed absolutely of my hand. He will be neither wounded nor indeed that some appliance of this kind would trustworthy in this respect. If the collision killed; he will simply be moved from his place. do a vory great deal to promote the safety of takes place upon one of the main bulkheads. This clearly shows that the solution of the pro- the vessel struck. I hope I am not speaking at two compartments are filled with water. In blem is to build a ship in such a way that her too great length on this matter, but there is mont and the little one would be flooded.

> Yesterday afternoon His Excellency Admiral but there are now more important improve-Excellency. At this time Admiral Maka- water into the vessel would have followed, romovo the smashed false nose in order that the bout of 70 tons displacement went into a man-

Admiral Makarors-Mr. McConachie and that nothing can be done in case of only a slight | might be passed making it compulsory for the pressure they are put to; but I wish ship. because they were in the service of the Chinese cent, or taking off the amount charged gentlemen, I need not tell you that shock, I may give an example which will prove every ship to be provided with a false nese, builders to be absolutely sare about the big Government. A re-hearing was fixed for to- to repairs to house property, the return collisions are very frequent in these days, that two ships may collide without damage Unfortunately in this mutter everybody is in bulkheads, because even if the strength of the dwindles down to 3.84 per cent. You have just I have no statistics, but every one reading one being sustained by either. Thirty years ago terested in a general manner but nobody in fron is well calculated we must not forget that been good enough to tell us that several of the big morning newspapers finds there. Admiral Boutakoff wished to give his captains particular. Insurance Companies prefer to be all these bulkheads have water tight doors with Company's undeveloped properties are likely to almost every day some information about the opportunity of ramming exercise. Two show a considerable increase, and I hope this collisions at sea and their fatal consequences. gun bouts of 300 tons were employed for particulars of the building of a ship. They are when the doors would be forced from their posiwill prove to be the case. With regard to the In some cases the newspapers give different this purpose, and each beat was entirely obliged for a certain percentage to guarantee tion and an inflow of water would follow. that the interest payable on money on deposit matter of the Company's mortgages we have details; but more often the report is very surrounded by a large fender two feet in diameter, any risk. If one Insurance Company's mortgages we have details; but more often the report is very surrounded by a large fender two feet in diameter, any risk. If one Insurance Company's mortgages we have details; but more often the with the Company should in future be shown now advanced semething like two-thirds of the brief and simply states that such a way that when in the secounts. Shareholders would then be capital on these mortgages, and considering the a ship went to the bottom, and so many bound firmly tegether so as to present a pose then surely the number of the Company's pressure is applied the pipes give may. How able to see what the Company's own funds were limbortance of this matter I think, if I might lives were lost Everyone of us is so much | yielding shield. This protection was sufficient clients will be followed | can we guarantee that these things will not the unlucky investor cannel in any way service of the Company's income, give way if we never test them? I am perfrom the accounts as published. As stated in a future to give some sort of report annually, as we do not sak ourselves whether it is really by the other. It is true that the speed of the Now should one shipowner put a false nose on feetly deferential to the opinion of the gentleparagraph a few days ago, the amount is done by other companies in Hongkong, as to unavoidable that after the collision one ship, versels was never higher than six knots, but I his ships he would lose, because the false nose would man who has spoken, but still I think that the advanced on mortgage is \$2,512,624, and whether these mortgages have been looked into or both of them should go to the bottom. It saw myself that the concussion at the moment weigh about two tons and cost about £200, and only true trial is to fill all the compartments off of the national debt, which raises the the interest shown in profit and loss ac. and the properties afford satisfactory security is taken for granted that from time to time of ramming was so great that not one of the for this reason his ships would be dearer than right up to the top; that is the sole guarantee price of consols, and as the latter act as the count amounts to \$166,277, which would appear for the amount invested. I do not think I have ships of his competitors and carry less cargo. that they are safe. barometer for all borrowers who have perfect to show a return of 6.61 per cent. Part of anything more to say.

The Chairman I am glad to say I am in a that from the moment one ship touched the The reasons mentioned before interior very the chairman I am glad to say I am in a that from the moment one ship touched the The reasons mentioned before interior very the chairman I am glad to say I am in a that from the moment one ship touched the The reasons mentioned before interior very the chairman I am glad to say I am in a that from the moment one ship touched the The reasons mentioned before interior very the chairman I am glad to say I am in a that from the moment one ship touched the moment one ship to ship t security to offer, all gilt-edged securities rise deposit with the Company, on which, it should position to tell you that in every instance the colliding, ship made a progress of may Only public opinion can give an effective incom. Makaroff for his very hueid explanation of the in sympathy with them. Mr. Schross be added, a profit is made, the money being mortgages are well covered. With regard to martial investigates the details of the be only one foot. But in the case of the Pamiat live to the matter, and really if by embscriptions borrowed at one rate and lent out again at the first part of your remarks I may say that in collisions, but it is certain that the court described and given to the Board of has made on this grave subject of collisions, another. Deducting borrowed money, the earn—the developed properties held by the Company will study chiefly the question as to who in the least affected by the force of the blow. This Trade or to eny institution which will carry and to assure him that every person in this room repayment of the national debt should be ings of the Company's own funds invested on there are only two instances, and these are is responsible for the collision, and very shows that the resistance of the shows that the resistance stopped. The Speciator says Mr. Schloss is mortgage amount to something over 7 per small incomparison bound to follow. We are not bound to decide cent.; the exact percentage it is impossible to return of less than 6 per cent. In every other should with the resistance of the skin before penetration. the question in a moment, but everyone should talking nonsense; and the Spectator is right. work out from the accounts. It would be well, instance these properties give a return of from builders tell us that ships are divided by the Is there not a striking difference in the result of be reminded that the loss of property from Our contemporary has a good deal of also, as in the case of the Shanghai Land Invest. 6 to 131 per cent. One reason that the return watertight bullcheads, and that the buoyancy the two cases I have just mentioned? While collision is immense, and that the buoyancy the two cases I have just mentioned? While collision is immense, and that the buoyancy the two cases I have just mentioned? While collision is immense, and that almost every him most heartily and to give every considerament Co., Limited, if in the report some partiof interest appears low is that there are many is sufficient to keep a vessel affort should one in one case the chips continued their practice day many lives are lost, owing to the absence tion to his suggestions and to his views,
of the new investments made only very recently of the company's properties of the new investments made only very recently of the company's properties. but has nothing more valuable than and their development. Mr. Shewen spoke of the and consequently their returns are only for the Generally when collisions obour there is nobedy damage was very great and if the Elbe had at sea. (Applicase.) Company's shares as the consols of Hongkong last few months of the year and not for the to accurately record the details, and as a rule been in the place of the Pamiet Acove she would The CHAIRMAN—The Admiral will be very it is taken for granted that the collision took. have gone to the bottom. In order to demonbleased if any gentleman will make any remarks

continues it will within twenty years be the investment of trust funds in the Company's borrowed, for I see on the other side accounts water line could be reached the force of the land out a hole two inches in length, which in experiments I carried out were with a model stock the application would have to be supported payable amounting to \$442,000 old. Now sup- blow had spent itself. The ships of to-day travel reality means eight foot. When a similar ex- which was provided with a kind of cotton buffer. by much more detailed particulars of the business pose the Company, for the sake of argument, at a high rate of speed; they have great dis- periment was made with the business pose the Company, for the sake of argument, at a high rate of speed; they have great dis-

order to avoid this I propose that each main fore-part should be sharp while she is propelled one other point I want to speak about. bulkhead should be supplied with extra small through the water, but that at the moment the There is no doubt about the possibility of buildwatertight compartments at the side of the mose of the ship touches the skin of another her ling such a structure as is proposed by Admira ship and from ten to twelve feet wide. Then fore-part should collapse and present a flat sur- Makeroff, but whether it could be always carried the collision would only affect one bulkhead of face. The power of the shock will consequently is not a matter I am competent to discuss. It these small compartments, and the result would be distributed over a wide surface of the skin, seems to me to present a great many difficulties. be that instead of two big compartments being | bonding inside ribs, beams, &c., without making I have a doubt whether it would be readily capfilled with water only one big compart. a hole in the skin. Some part of the power of able of being disconnected when you were about the shock will be exerted in collapsing the fore | to proceed into action. I do not say this is an The fourth remedy for preserving the safety of | part of the colliding ship, and if this part is | insurmountable difficulty, but I do not see now the ship consists of a means whereby leaking designed properly the collapse will absorb the how the difficulty can be overcome. How to may be stopped. Twenty-five years age I pro- greater portion of the blow. It would be most minimise loss of life and property through colposed the use of collision mats; one of them was desirable that at the moment of touching lision is a question that certainly morits the exhibited at the Vienna Exhibition and every the false nose should begin collapsing before attention of the whole mercantile world. (Apman-of-war of every nation has them now. Lately the skin of the other ship begins to give lause) I have improved this apparatus, but although way. The force required for collapsing Commodore Boyes-Mr. Chairman, Admiral they are invaluable on men-of-war I do not should increase with the progress of this Makaroff has told you that I witnessed his think they will be ever accepted for merchant collapse, because more surface of the striking experiments, and from what I saw it seems to ships, because in order to use them to advantage | ship is engaged in resisting the shock-may be | me they were most successful when the buffer the crew must be regularly drilled. I do not it will be possible to altogether avoid demage say the mate are useless for commercial ships, to the vessel which is struck by so arrang- would be if applied to a large ship I cannot tell, ing the false nose that the full power of the but it was clearly shown in the experiments it must be borne in mind that the whole sum of Makaroff, of the Russian Navy, met a number ments which have prior claims to our attention. shock will be utilised for emashing this rose, that the ram without the buffer easily penetrated \$1,797,736.54 has not been invested for an of leading residents in the Chamber of Com- Now I return to the second remedy. The gen- By that time the ship which strikes will lose the model, but when the small false nose, as entire year, and that in this amount are merce in order to give explanations of his pro- eral epinion is that the colliding blow is so very the greater part of her speed and the other Admiral Makaroff calls it, was applied to the posed method of minimising the effects of powerful that nothing can minimise the effect will recede in a corresponding manner. Let ramining ship, the only result was a dent; so sisting for the greater part of reclama collisions at sea. Hon. A. McConachie presided, of it; but I can give proofs that even when the question whether ships con that it was certainly proved that, as regards tions, which there is little doubt in the and there was a very large attendance, amongst force of the blow is comparatively slight the be provided with a false nose strong enough to the model, the result would be successful. As near future will produce a satisfactory those present being Commodore Boyes, Hon, skin of the ship is penetrated. It is a matter resist the effect of the sea and week enough to Mr. Whiting has just asked, what would be the result. The amount earned for commission | Commander R. Murray Rumsey, Hon. Com- of fact that the vertical stem acts as a knife give way at the moment of collision. I feel case if the ship was going at a high rate of speed? has again increased, and exceeds that of the mander W. C. H. Hastings, Hon. J. J. Bell- and that very little energy is required to pene that engineers whom I see in this andience are The effect would probably be very disastrous previous year by over \$1,600 and of 1893 by Irving, Hon. E. R. Belilios, Captain Tunnard, trate the skin of the sk \$5,200. The Company's properties have all R.N., Captain Tillett, Captain Burnie, Captain We know, for instance, that the Crathie, the I venture to propose something it is for the there are no doubt occasions when a collision is been kept in theroughly good order, which ac. G. C. Anderson, Messrs. A. Woolley, R. steamer which sank the big ocean liner Elbe, simple reason that I wish to exchange ideas mayordable, and the captain of the ship knows counts for the somewhat large sum shown Shewan, T. Jackson, St. C. Michaelson, W. was of very small dimensions, and struck when upon the subject in order to arrive at a proper his ram is like a knife and most deadly, yet he The remarkable disappearance of G. dos under the heading of repairs, and which will, I. Ramsay, N. J. Ede, W. H. Ray, R. M. Gray, she was going at a very moderate rate of speed. conclusion. Let us imagine that the ness of cannot do anything to provent the loss of life Remedies, says the Bangkok Times, is supposed fear, have to be pretty well continuous on ac and others interested in shipping and insurance. Everybody knows that the false nose which must cusive. I have in my mind the count of the stringent regulations made by the The CHAIRMAN-On the invitation of the bottom in a very short space of time and only is an additional part which can be put on or case of the Utopia, an Italian transport, which cently there was seen a farang "who looked Government and the Sanitary Board in respect Chamber of Commerce H.E. Admiral Makaroff a few of the passengers and erew were saved. taken off when necessary. I imagine that it in 1890 went into Gibraltar and owing to on more like a Japanese than a European," at a to house property. You will observe that we has kindly consented to come here to-day for the I was a witness of a similar case in the Bos ought to consist of very thin sheets of steel, accident—the steering genr was carried away. more like a Japanese than a European," at a to house property. You will observe that we has kindly consented to come here to-day for the lasting house on Hua Raw. A girl living at carry forward a larger amount than hitherto, purpose of explaining his scheme for minimising phorus. A Russian steamer, Azore; touched say one-eighth of an inch, and should run I believe—the ship became helpless, and she the new buildings on Klong Talat, and to as your Directors, taking into account the the effects of collisions between ships. I may a big French mail steamer, the Provence. The whom Remedies made love, continues our in- failing off in the demand for mortgage and the mention that His Excellency has occupied him speed of the Azove at the moment of collision diagram. Many little ribs and stays inside ought the Azove at the moment of collision diagram. Many little ribs and stays inside ought the Azove at the moment of collision diagram. on their hands than they know what to do the 18th Dec.) with two other girls: From all course more than two or three knots, but her was not more than two or three knots, but her the 18th Dec.) with two other girls: From all course more prodent than the payment of an a young Lieutenant, and some twellty years ago increased dividend. It does not occur to me to one of his inventions—"a collision mat"—

In the standy of similar schemes since he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of the latter was not more than two or three knots, but her of the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was of interest now ruling, deem this self in the study of similar schemes aince he was now ruling, deem this self in the study of similar schemes aince formant, disappeared almost simultaneously (on low rates of interest now ruling, doesn this self in the study of similar schemes since he was was not more than two or three knots, but her to give enough strength to the skin to evident to all on board the Anson that this veniences the absent one is suffering want of make any further remarks, but I shall be pleased was exhibited at an exhibited with some soft, after drifting a few hundred yards she sank, company and gentle influences are not among to answer any questions any shareholder may and received such general attention and approval than a year ago, also in my presence, in the fibrous substance (not powder). This sub- and a large number of people were drowned; as to lead to its adoption by most European barbour of Chefoo, when a torpedo catcher of stance is intended to play the role of a cushion As Mr. Whiting has said, special attention Hon. A. McConachie-There are two ques- pavies. He has also occupied himself with the 400 tons displacement and of a very light and the shell will play the role of a pillow case, ought to be drawn to this matter. The Utopia study of the improvement of bulkheads, etc. | construction touched the cruiser Paniat Arova | After collision the false nose will present the is a case in point. If there had been a shield who were among a party of a thousand. Chinese you had a report from an independent expert and although the stem of the tornede catcher appearance as shown in the diagram. The ship's on the ram a very serious loss of life might have connection so favourably impressed Mr. Mor. | was of very delicate construction, the hole | nose will not be damaged, and as generally there | been averted. This was a case where there was ing arms without a licence. Fines ranging from place the interest on mide was big enough to permit of the entrance is no carge in the fore compartment of the ship secarcely any speed at all; the vessel was simply. naval constructor, that he publicly lectured in of a tall man. Had there been no belt of in front of the collision bulkhead; it will be the drifting down on the bow of a man of way with London on the suggestions advanced by His armour at the waterline an immense rush of work of a few hours to mafasten the bolts and a ram. roll was only beginning, as it were, his It is a known fact that two years ago a torpedo ship may continue her voyage as if nothing had to the remark made by Mr. Whiting about happened. Lbelieve that it is necessary to carry bulkheads being considered reliable because on experiments on a large scale in order to find there was a Committee which did much to shareholders must lave observed with grati- officer, and rewarded-him by rapid promotions. I believe the examples which I have given are out which is the best way of constructing the false enhance their safety. This Committee draw I feel sure the explanations we are about to sufficient to prove that, however slight the blow | nose of the ship. The cost of these experiments | up certain rules under which bulkheads had to listen to, coming from such a distinguished is, the skin of the ship collided with is of a will amount to only a trifling percentage of the be constructed. He also mentioned that on certainty damaged, and a rush of water follows: loss which is being continually caused by col- boarda man-of-war every compartment was tested It is believed that nothing can be done to lisions. Lot the best engineers work out with the exception of the big compartments. minimise the effect of collisions because the their plans and submit them to experts do not speak of small balkheads, because the blows are so very heavy, but this does not mean for examination. After this a general law surface is so small that they are bound to resist

Mr. Woolley-I should like to sek a question. In the naval manceuvres to which your Excellency referred at what rate of speed was the rainming vessel going? His LICELLENCY-Six knots; the same speed at which the tornede boat that struck the Pamiat Arova was going.

Hon. COMMANDER R. M. RUMSHY-I should like to ask his Excellency whether he has witnessed any experiments on a large scale with

and investments than are given in the accounts has borrowed \$400,000, that would leave placement and their vertical bow is so strong an inroad of only a quarter of inch was sufficient the Emperor Nicholat; and nothing has yet 32,100,000 cash advanced, and the return on and so sharp that the moment collision take to arrest the progress of the ressel, and the been done on a large scale,

excluded? (Applause). I have very much a trial of the bulkheads should take place to build a ship with a flat nose, because such a amount of water. Then coming directly to to the upper part of the bulkheads. This we make the fore part of the ship flat we should roff, I wish to say that I am of opinion

ideas he has entertained and the inventions he through the newspapers with the fact that he has given his attention for so many years to so important a subject will be propared to thank.

The moeting their terminated

AN EPISCOPAL MANDATE

The Roy. Caron Greenstock unnounced in the Anglican Church at Bangkek on a recent Sumlay morning that the Lord Bishop of Singupore would be in Bangkok the following Sunday and than proceeded to rend the follow-

ing, which may interest some of our rondors:-

COMMISSION FROM THE DISHOP OF LOND Frederick by Divine permission Bishop of London, to the Right Reverend Goorgo Frederick, by Divine permission Bishop of Singapore, Labitan, and Sarawak, groot-

WHEREAS there are divers persons Members of the Church of England resident in the Kingdom of Siam, who, as not being within the Diocese and Jurisdiction of any Bishop of the said Church, are commonly supposed to bo

The later of the second	OPIUM.	THE HONGRONG CONTINUES
Now we the said Frederick, Bishop of Lon don, do by these presents, as for as by law we	New Malwa	WORTH A GUINEA A BOX.
may or can, authorize and empower you, the said George Frederick, Bishop of Singapore Labuan, and Sarawak, in our stead to administer	Patna (New)	BEECHAM'S PILL
the rite of Confirmation to all British subject so resident and subject to our spiritual jurisdic tion as aforesaid; and as regards all such	Benares (New)	BILIOUS AND NERVOUS DISORDER
British subjects to do and perform all such other Episcopal acts and functions in relation	HONGKONG TIDE TABLE	The 1s. 14d. Box contains 56 Pills.  Price 50 Cents.
to the premises as we ourselves could perform if personally present. Given under our hand and Episcopal seal this eighth day of November	Hide Wayer. Low Wayer.	Prepared only by the Proprietor — THOMAS BEECHAM, St. Helens, Lancashi
in the Year of Our Lord one thousand eight hundred and ninety-five, and in the eleventh year of our translation.	54 64 - · · · · · · · · · · · · · · · · · ·	SOLE AGENTS for Hongkong and the
F. Londin.	Fri. 24 m 1 53 1 10 m 7 59 0 9	75] 66, Queen's Road Central: Hongkong
SHIPPING REPORTS.	Sat. 25 m 4 3 1 3 m 8 5 1 0 - 4 10 m 4 2 m 0 61 0 1	BOMBAY BURMAH TRADING CON- PORATION, LIMITED. BANGKOK AND RANGOON.
The British steamer Benledi, from Moji 18th Jan., had strong N. and N.W. winds.	Mon. 27 No interior, high mail 40 0 8	TEAR SQUARES, PLANES, HOARDS an
The British steamer Elon, from London 28th Nov., and Singapore 14th Jan., had very strong	Wed. 20 16 58 n 5 9 m 11 20 1 5 m 2 59 -1 19 7 80 n 6 1 0 53 n 1 4	SCANTLINGS, PLANED, TONGURD, and GROOVE BOARDS, FOR FLOORING, CEILING, WALLING
The British steamer Hangehow, from Wuhn	The height of mean sea-level has been determined, from the	Co. Teak Shingles for Roofing. Pinkadoe Railway Sleepers for a Gauges.
and Chinkiang 18th Jan., had strong monsoon wind from Turnsbout to Breaker Point; re- mainder passage fine weather.	the tide-gauge at the Kowloon Tidal Observatory a and the	Rates Supplied and Orders Hooked by
The British steamer Keeng Wai, from Bang-	are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.	CARBOLINEUM-AVENARIUS
kok 15th/Jan., and Ang Hin 16th, had variable light winds to Pulo Obi; thence to Padaran moderate E. to N.E. winds, freshening until	THE WEATHER.	Thoroughly reliable preservative for Woo
Gap Rock was passed.  The British steamer Namoa, from Foochow	REGISTER 22ND JANUARY, AT 4 PM	and Stone against White Ants, Decay, Fungue Rot, and Dampness.
19th Jan., Amoy 20th, and Swatow 22nd, had moderate N.E. wind and cloudy sky to Amoy.	Safe Same	Sole Agents for China SCHEELE & CO. Hongkong, 25th January, 1892. [25
From Amoy fresh to moderate E.N.E. wind and following sea to port. From Swatow moderate E.N.E. wind and overcost weather to port. In	Paris of the paris	CUTLER, PALMER
Pagoda Strs. Krim and Chodari Maru, U.S.S. Concord, H.M.S. Swiff in Foothow. In Amov.	Wladivostock 20.95 5 KNE 3 o	& CO.
-Strs. Thales and Dante, H.M.S. Plover, and I.G.M.S. Arcona, Princers Wilhelm. In Swatow -Strs. Sishan, Cheang Hock Kian, Hunan,	Nagasaki 30.31 42 47 NW 3 b Shanghai 36.32 44 74 NNW 3 b Sharp Peak 30.34 51 96 NE 1 b	Have been Shippers to CHINA for nearly 7: years. Their Brands are favorably known all over the World.
Tamsui, and Wing Hong	Amoy 30.25 61 60 ENE 3 b Swatow 30.22 62 — E 3 b Canton 30.25 66 64 N I b	This ancient House consign to us their well known very old, and
January— REIVALS. 13. Yungchi hinese str., from Shanghai.	Hongkong 30.23 63 72 ESE 1 0	Al QUALITY COGNAC, Distinguished by 4 STARS on the label.
14. Formosa Lish str., from Hongkong. 14. Pingchin Chinese r.c., from Lighthouses. 16. Namyong British str., from Hongkong.	Macao	SUPERIOR OLD COGNAC.
16, Namoa, British str., from Hongkong. 16, Benlomond, British str., from Foochow.	Haiphong 30.20 59 91 - 0 o  Bolinao 29.98 80 78 N 2 b  Manila 30.00 82 70 wsw 1 o	Distinguished by 3 STARS on the label.  Price \$17.75 per 1 dozen bottles.
16, Anna Bertha, German bark, from Chefoo. 17, Haitan; British str., from Foochow. 17, Cheang H. Kian, British str., from H'kong.	Cape S. James — — NE 2 or  23nn JANUARY, AT 10 A.M.  Whalivostock 30.15   5   87   NKE 2   b	VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label.
17, Yungching, Chinese str., from Swatow. 17, Sahine Rickmers, Ger. str., from H'kong.	Tokyo 29.88 —   Nw 4 — Nagasaki 30.43 41 59 NNE 2 c	Price \$14.00 per 1 dozen bottles.  "PALL MALL" WHISKY,
17, Shengking, British str., from H'kong. 18, Kwong Mo, British str., from Hongkong. 18, Zaliro, British str., from Hongkong.	Sharp Peak 30.46 51 90 NNW 2 0 Amoy 30.39 56 75 NNW 3 c	Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
18, Formosa, British str., from Tamsui. 18, Clara, German str., from Tamsui. January— DEPARTURES.	Swatow 30.37 63 - N 1 5 Cartion 30.43 56 81 NE 1 0 Hongkong 30.38 60 73 E 3 0	The quality is guaranteed.  Price \$16.75 per 1 dozen bottles.
13, Kwong Mo, British str., for Hongkong. 13, Thales, British str., for Swatow.	Victoria Peak,	Well-matured HIGHLAND MALI WHISKY,
13, Kansu, British str., for Shanghai. 14, Formoga, British str., for Tamsui. 14, Hailoong, British str., for Swatow.	Pakhoi	Blended by CUTLER, PALMER & Co. Moderate in price, excellent in quality.
14, Yungching, Chinese str., for Swatow. 15, Iltis, German g-bt., for Foochow. 16, Namoa, British str., for Foochow.	Manila	BRODIE & CO.'S FINE SCOTCH
16, Benlomond, British str., for Hougkong. 17, Pingohing, Chinese r-o., for Lighthouses.	On the 23rd at 11.5 s.m. Forecast:—Barometer steady: moderate from N.E. winds: fine.  HONGKONG REGISTER.	WILLSKY, in "Squat" Bottles.
17, Haitan, British str., for Swatow. 17, Yungching, Chinese str., for Shanghai. 17, Shengking, British str., for Shanghai.	Previous On date On date at 4 p.m.	Price \$10.00 per 1 dozen bettles.
SHANGHAI SHIPPING.	Haromoter	C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
January— ARRIVALS.  17, Fooksang, British str., from Swatow.  17, Chihli, British str., from Hongkong.	Force: 1 3 2 2 Weather b. b.	in Patented Bottles. Prico \$9.00 per 1 dozen bottles.
17, Wuchang, British str., from Chefoo. 17, Meifoo, Chinese str., from Swatow. 17, Hsinchi, Chinese str., from Foochow.	Highest open air temperature on the 22nd	GLENIFFER BLEND, SCOTCH WHISKY,
17, Sin Fokin, British str., from Hongkong. January— DEPARTURES.	i liumidity of air saturated with moisture being 100.  4-Direction of the Wind to two vicinia.	Moderately priced, good quality. Price \$8.00 per I dozen bottles:
17, Kansu, British str., for Chinking. 17, Yokohama Maru, Japanese str., for Japan. 17, Anne Main, British bark, for Nagasaki.	5 - Ponce of the Wind according to Headfort Scale.  0 - State of the Whather: b. blue sky; c. detached clouds; d. drieding min; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. equally; r. rain; s. snow; t. thunder; v. visibility; w. dew (wet).	INVALIDS' PORT.
17, Hsinyu, Chinese str., for Hongkong. 17, Tordenskjold, Norw. str., for Kobe.	F. G. FIGG,	This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall
COMMERCIAL INTELLIGENCE	Hongkong Observatory, 23rd January, 1896; MESSRS, FALCONER & Co.'s REGISTER, Jan. 23rd. Buromoter 9 A.M., 30.35 Therm. 9 A.M. (Wetbulb) 58.	Price \$16.75 per i dozen bottles.  DOURO PORT.
THUESDAY, 23rd January.	Barometer 1 P.M., 30.26 Therm. 1 P.M. (Wethalb) 59 Barometer 4 P.M. 30.24 Therm. 4 P.M. (Wethalb) 60	This is a fine quality Wine of exceptionally good value.
ON LONDON.— Telegraphic Transfer	Thermom. 9 A.M. 62 Therm. Maximum 64 Thermom. 1 P.M. 63 Therm. Minimum (over night)	Price \$12.00 per 1 dozen bothles.  SHERRIES.
Bank Bills, on demand		AMOROSO, The Earl Misa's shipping.
Bank Bills, at 4 months' sight 2/17 Credits, at 4 months' sight 2/2 Documentary Bills, 4 months' sight 2/21	WALTER W. BREWER.	Price \$16.75 per 1 dozen bottles.  LA TORRE.  Price \$14.00 per 1 dozen bottles.
ON Paris Bank Bills, on demand 2.69		WHITE SEAL SHERRY-Popular at
On GERMANY.— On demand		Dry, delicate, and of fine flavour.  Price \$17.75 per l dozen bottles.
On New York.—  Bank Bills, on demand—  Credits, 60 days' sight—	WHITAKER'S ALMANACK.	CLARETS
Telegraphic Transfer		in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine we
Bank, on demand	HAZELL'S ANNUAL	Price \$26.75 per l dozen bottles.
Bank, on demand		LAROSE. This is a very attractive Claret, of good benguet.
Private, 30 days sight		Price \$15.75 per 1 dozen bettles.  MARGAUX-MEDOC.  A breakfast Claret.
On demand par. On Manua.— On demand 7 % pm.	WALTER W. RREWER,  24] UNDER HONGKONG HOTEL.	Price \$8.75 per 1 dezen bettles.
On SINGAPORE.— On demand		BENEDICTINE, D.O.M.
GOLD LEAF, 100 fine, per tael47.90	KELLY & WALSH, LIMITED.	CUTLER, PALMER & Co.
COMPANY. PAID UP. QUOTATIONS.	NEW BOOK BY STANLEY WEYMAN.	Agents—SIEMSSEN & Co.,
Banks— [\$350 sellers Hongkong & S'hai \$125 180 p. et. prem., = nominal	"THE RED COCKADE."	CUTLER, PALMER
Do. ordinary £1 nominal Do. deferred £1 £2, buyers  Natl. Bank of China	Stanley Gibbon's Stamp Catalogue—Latest. The Breechloader and How to Use It.	& COLLER, PALMER
R. Shares £8 \$27, sellers Foun. Shares £1 \$105, sellers	New Stock Association Footballs. Kipling's Second Jungle Book.	PRICE \$9.00 PER DOZEN
Bell's Ashestos E. A	British Journal of Photography Akmanac.  A 1 Telegraphic Code.	Net William
Carmichnel & Co \$20 \$10, sellers China Sugar \$100 \$111 Chinese Loan 86 E Tls. 250 10 p. ct. prem.	ABC Telegraphic Code. My Japanese Wife.	Blend
Dakin, Cruicks'k & Co. \$5 \$1 Dairy Farm Co. \$10. \$9 Fenwick & Co., Geo. \$20 \$20, buyers	Senf's Stamp Albums Latest Edition.  Stanley Gibbons Stamp Albums and Supplement.	Distillations of the Finest Scotch Whiskies
Green Island Cement \$10 \$14, sellers H. Brick and Cement \$121 \$6.50, sellers	Was Israel ever in Egypt? by Dr. Bateson. The Light of Asia: Cheap Edition.	Apply to
H. & C. Baltarer	An Australian in China, by Morrison.  Heart of the World—Rider Haccord	SIEMSSEN & Co., Hongkong. [33
H. & C. Bakery	Notable Answers to One Thousand Onestions	CUTLER, PALMER & Co. WINE SHIPPERS SINCE 1845.
H. & C. Bakery	Quoen's Regulations, 1895.	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW
H. & C. Bakery	Awheel to Moscow and Back. How to Treat Accidents and Tilnesses.	Who have consigned their Brands to our care for over half a century.
H. & C. Bakery	Awheel to Moscow and Back. How to Treat Accidents and Illnesses. The China-Japan War, by Vladimir.	Who have consigned their Brands to our care for over half a century.  Apply to G. C. ANDERSON,  Messes. JARDINE, MATHESON & Co.,  Hougkong,
H. & C. Bakery	Awheel to Moscow and Back. How to Treat Accidents and Tilnesses.	Who have consigned their Brands to our care for over half a century.  Apply to G. C. ANDERSON,  Messrs. JARDINE, MATHESON & Cc.,
H. & C. Bakery \$50 \$36  Hongkong & C. Gas \$100, buyers  Hongkong Electric \$8 \$6.75, sellers  H. H. L. Tramways \$100 \$84 ex div., sellers  Hongkong Hotel \$50 \$19, sales & buyers  Hongkong Ice \$50 \$101  H. & K. Wharf & G. \$50 \$150, sellers  Hongkong Rope \$50 \$150, sellers  H. & W. Dock \$125 \$149 p. ct. prem.=  [\$311.25, s. & sellers  Canton \$50 \$190, sellers  China Fire \$50 \$190, sellers  Hongkong Fire \$50 \$2971, sales  North-China \$20 \$25, sellers  Union \$25, sellers  \$20 \$25, sellers	Awheel to Moscow and Back. How to Treat Accidents and Illnesses. The China-Japan War, by Vladimir.  KELLY & WALSH, LD. [23]	Who have consigned their Brands to our care for over half a century. Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hougkong, 321 And to their friends in Shanghai.
H. & C. Bakery Hongkong & C. Gas Hongkong & C. Gas H. H. L. Tramways Hongkong Hotel H. & K. Wharf & G Hongkong Rope H. & W. Dock Insurances Canton China Fire China Traders Hongkong Fire North-China Straits Vangtaze Unlon Vangtaze Land and Building H. Land Investment S8 S100 S149 S47 S47 S47 S47 S47 S47 S48 S48 S47 S48	Awheel to Moscow and Back. How to Treat Accidents and Illnesses. The China-Japan War, by Vladimir.  KELLY & WALSH, LD. [23]	Who have consigned their Brands to our care for over half a century. Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hougkong, 321 And to their friends in Shanghai.
H. & C. Bakery Hongkong & C. Gas Hongkong Electric H. H. L. Tramways Hongkong Hotel Hongkong Ice H. & K. Wharf & G. Hongkong Rope H. & W. Dock Insurances— Canton China Fire China Traders Hongkong Fire North-China Straits Union Yangtaze Land and Building— \$50 \$100, buyers \$6.75, setlers \$190, sales & buyers \$100 \$191, sales & buyers \$100 \$191, sales & buyers \$101 \$472, sales \$150, setlers \$150, setlers \$125 \$111.25, s. & setlers \$190, setlers \$190, setlers \$110, setlers \$110	Awheel to Moscow and Back. How to Treat Accidents and Illnesses. The China-Japan War, by Vladimir.  KELLY & WALSH, LD. [23]	Who have consigned their Brands to our care for over half a century.  Apply to G. C. ANDERSON,  Messes. JARDINE, MATHESON & Co.,  Hougkong,

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Steamship Coys.—... China and Manila ...

bales wra silk,

Charbonnages ...... Fes. 500 \$721, hayers

\$50

CHATER & VERNON, Share Brokers.

EXPORT CARGO.

the 16th January :- For London-9 cases silk

piece goods, 4 cases floss silk, and 17 cases

sundries from Foochow. For Glbraltar-3
packages sundries. For France-217 bales raw

silk, 301 boxes tes, and 15 packages bair. For

Milan-90 bales raw silk. For Odessa-20

Per P. & O. steamer Kaisar-i-Hind, sailed on

\$1.60, sellers

\$1 \$1.60, sales & buyers

\$4.75, sales & buyers

How to	nuo Johan	dents and Illi War, by Visd	imir.	Messes	for over half a Apply to G. C. JARDINE, I Hougko I to their friend	ANDERSON MATHESON og,	J.
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ouglas S. B. Co. ... \$50 \$51, sales & sellers

A., Canton and M... \$20 \$364, sales

Indo-China S. N. ... £10 \$57, sales & sellers

Wanchai Wareh'se Co. \$374 \$42, sellers

Wanchai Co., A. S. ... \$10 \$114, sellers

Share Bro' wholesome aerated water which Art can supply. THE TIMES.

> SOLE AGENTS: CARLOWITZ & CO.,

HONGKONG, CANTON, SHANGHAL, TIENTSIN AND HANKOW

BANKS. TTONGKONG & SHANGHAI BANK-ING CORPORATION. \$10,000,000 RESERVE FUND \$ 5,500,000 RESERVE LIABILITY OF PROP'TORS \$10,000,000 COURT OF DIRECTORS! J. KRAMER, ESQ.—Chairman.

A. McConachie, Esq.—Deputy Chairman. Hon. J. J. Bell-Irving St. C. Michaelsen, Esq. G. B. Dodwell, Esq. D. R. Sussoon, Esq. M. D. Ezekiel, Esq. R. Sheyan, Esq. R. M. Gray, Esq.
CHIEF MANAGER N. A. Siele, Esq. Hongkong-T: Jackson, Esq. MANAGER: Shanghai - J. P. WADE GARD'NER, ESQ.

LONDON BANKERS-LONDON & COUNTY BANK-ING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent or Annum on the daily balance. ON FIXED DEPOSITS. For 8 months, 21 per Cent. per Annum.

For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum, T. JACKSON. Chief Manager. Hongkong, 24th December, 1895.

THE NATIONAL BANK OF CHINA

LIMITED.

£ 500,000 HEAD OFFICE-HONGKONG.

COURT OF DIRECTORS. CHOW TUNG SHANG, Tag. Kwan Hor Chues, Est. | Class Foreign and Chinese Risks at Current II. STOLTERROUT, Esq. CHAN KIT SHAN, ESIL Chief Manager. GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed ..... 5 Hongkong, 17th November, 1893 THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL .....£1,500,000 BANKERS:-LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance ON NEW FIXED DEPOSITS :-For 12 months

DEPOSITS RENEWED ON OLD TERMS. J. W. R. TAYLOR, Manager, Hongkoug Hougkong, 11th December, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Lank is conducted by the HONGKONG AND SHANG HAI BANKING CORPORATION, Links may be obtained on application. INTEREST on deposits is allowed at PER CENT. per abbum. Dopositors may transfer at their option balances of \$100 or more to the HON-SKONG AND SHANGHAI BANK to be placed on CIXED DEPOSIT at 4 PER CENT. per sumum. - For the HONGKONG AND SHANGHAL

BANKING CORPORATION. T. JACKSON. Chief Manager Hongkong, 1st August, 1895. THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA

INCORPORATED BY ROYAL CHARTSE, 1853. HEAD OFFICE, LONDON, RESERVE LIABILITY OF SHARE-

INTEREST allowed on Current Account at the rate of 2% por aunum on the Daily balances | HENIX FIRE OFFICE. On Fixed Deposits for 12 months ... 4 per cent T. H. WHITEHEAD, Manager, Hongkong.

Hougkong, 10th September, 1895. KANANGA OF JAPAN

A NEW TOILET WATER

Prepared by RIGAUD & Co. PERFUMERS BY APPOINTMENT TO THE ROYA

FAMILIES OF SPAIN, HOLLAND, AND GREECE.

8, RUE VIVIENNE, PARTS.

possesses the most refreshing properties. It

A purely vegetable toilut. Water which

makes the skin white, soft, and velvety, imparting to it a fragant perfume; it is a sure-remedy. against freekles or pimples. It fortifies the delicate parts of the body, and is especially recommended to ladies for the

intimate toilet cares. Sold in pant bottles throughout the world.

BEWARE OF IMITATIONS. And take only "RIGAUD'S KANANGA

DR. KNORR'S. LION BRAND NTIPXRINE.

. (Dose for Adults 15 to 35 grains troy.) The most approved and most efficacions remode

in cases of READACHE, MIGRAINE NEURALGIA, RHEUMATISM, FEVER TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptio. Highly recommended by the Medical Faculty. Ask for Dr. KNOER'S ANTI-3 PYRINE! Rach Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing. To be had at every reputed Chemist and Supplies constantly on hand at the China Export, import, and Bank Co., Sole Agents for Beware of Spurious Im Lisons. [2687

ATOTICE is horoby given that Mr. ALFRED F. O. KRAUSS Mr. PHILIPP BERNHARD SCHMACKER

rotired from Our Firm on 31st December 1895; and that Mr. FRIEDRICH CARL PAUL ME CHAPLES ERNEST RAYNER, Mr. GUSTAY ADOLPH DECENER BONING.

have To-day been admitted PARTNERS. Hengkong) 1 lat January, 1696, CHINA CARLOWITZ & CO. NOTICE

THE Interest and Responsibility of the late A DAVID MONCRIEFF WRIGHT in CHARLED on the 31st day of DECEMBER, 1894. since which date the Firm has been carried on by ROBERT JOHN HASTINGS upor his own Account. The said ROBERT JOHN HASTINGS will continue to carry on the Business of the late Firm from the 1st day of January, 1896, under the name of D. M. WRIGHT & CO.

Tainanfa, 31st December, 1895.

INSURANCES. ATORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1894, £11,671,018 2s. 2d.

Lawn:

L-AUTHURISED CAPITAL 63,000,000 SUBSORIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN & CO.,

Hongkong, 13th July, 1895. [1360 COTTISH METROPOLITAN ASSURANCE CO.

(LIFE AND ACCIDENT)

LIFE RATES 20 % Lower than those charged by most Companies. ACCIDENTS 22 PER ANNUM Secures £1.000 SON & Co. (in case of Death by Accident.) £4 Per Annum Secures £1,000 in case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £6 a week in case of Temporary Disablement. For Prospectus or further Particulars, apply to

J. Y. V. VERNON, Hongkong, 18th June, 1894. YORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. The Undersigned AGENTS of the above

SIEMSSEN & CO. Hongkong, 29th May, 1895, CUN INSURANCE OFFICE, LONDON

Company are PREPARED TO ACCEPT First.

FOUNDED 1710. The Undersigned, having been appointed AGENT'S for the above Company, are prepared

to ACCEPT RISKS against FIRE at Current SIEMSSEN & CO., Hongkong, 16th May, 1892

TRANSATIANTICFIREINSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current SIEMSSEN & CO. Agents, Hongkong. 16th November. 1872...

GENERAL NOTICE. THAI ON MARINE INSURANCE COMPANY: LIMITED.

CAPITAL SUBSCRIBED-\$1,000,000

The above Company is prepared to Accept MARINE RISKS at Current Rates on Goods &c. Policies granted to all parts of the World payable at any of its AGENCIES. CHAN HE-WAN. Secretary.

HEAD OFFICE: No. 42, BONDAM STRAND WEST, Hongkong, 23rd August 1895. SOUTH BRITISH FIRE AND MARINE INSULANCE COMPANY.

TATESSES. ARNHOLD, KAREERG \* & CO. have This Day been appointed SUB-AGENTS of the above Company. 1st January, 1896. S. J. DAVID & CO.,

Agente, Hongkong With reference to the above we are prepared to accort FIRE and MARINE RISKS at Current Rates. ARNHOLD, KARBERG & CO.,

Sub-Agents.

The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO.,

Agents for the Phonix Fire Office. Hongkong, 17th August, 1887. THE MANCHESTER FIRE ASSUR ANCE COMPANY.

MITH VILLAS WEST, Magazine Gap. ESTABLISHED A.D. 1824. Possession 1st April. CAPITAL £2,000,000 TOTAL FUNDS AND SECURITY ......£2,480,053 Hongkong, 4th January, 1896.

NET ANNUAL FIRE PREMIA..... £ 757,478 Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at current rates. HOLLIDAY, WISE & CO., - Agents. Hongkong, 9th January, 1896.

TOUINART PERE & FILS, REIMS Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO., Sole Agonts. Hongkong, 17th May, 1895.

FOR SALE

FOR SALE. TRESH-ILFORD DRY PLATES. AT REDUCED PRICES. A CHEE & CO. 17, Queen's Road Central. Hongkong, 21st January, 1896.

FOR SALE. MILAMPAGNE "MONOPOLE HEIDSIECK & CO., REIMS.

PURVEYORS TO THE IMPERIAL AND ROYAL COURT AT BERLIN AND TO THE IMPERIAL COURT OF RUSSIA. MONOPOLE RED SEAL (medium dry). Do. "see" RED FOIL (dry). (extra dry).

> CABLOWITZ & CO., ole Agents For Hongkong, China, and Japan.

THAS HEIDSIECK'S CHAMPAGNE, 1889, WHITE SEAL. \$32......per case of 1 dozon quarts. \$34.....per case of 2 dozen pints. ED. KEESSMANN'S RED AND WHITE

BORDEAUX WINES. G. HIBBERT & Co.'s BOTTLED ALE & STOUT MAINZER BEER. in Quarts and Pinta. SIEMSSEN & CO. Hongkong, 23ed April, 1895.

JUST RECEIVED.

ASSORTMENT

G. GIRAULT.

Hougkong, 4th December, 1895.

TO LET VESSELS EXPECTED. TO LET. The P. & O. steamer Ravenna, with the Eng-CARKSPUR." UPPER lish mail of the 27th December, left Singapore Road. Seven Rooms and Tennis on Sunday, the 19th inst., at 4 p.m., and may

Possession 1st FEHRUARY, 1896.

TO LET.

HOTEL, formerly occupied by W. ROBIN-

TO LET.

TO LET.

DAVENSHILL-East and West,

EARNSFOOT, in-RICHMOND ROAD.

TO LET:

NTOS. 4 & 5, STEWART TERRACE

TO LET.

HOUSES in RIPON TERRACE.

No. 10, STEWART TERRACE, at the Peak

TOP FLOOR of No. 4, BLUE BUILDINGS

MENT & AGENCY CO., LD.

RICHMOND ESTATE

HART BUCK,

Socretary.

C. W. RICHARDS.

J. LAMKE.

'INGLEWOOD." A Five Roomed

Apply to THE HONGKONG LAND INVEST

HUMPHREYS ESTATE AND FINANCE

CO. LIMITED.

TO BE LET.

House, with Turf Tonnis Lawn and every Con-

At KOWLOON. Semi-detached and Ter-

No. 17, LYNDHURST TERRACE.

THE PEAK, either separately or as one

R. C. WILCOX,

70, Queen's Road Central

Hongkong, 2nd December, 1895.

Hongkong, 21st December, 1895.

Hongkong, 11th November, 1895.

Hougkong, 2nd December, 1895,

Immediate Possession.

Apply to

General Cargo.

Apply to

LU KOBINSON ROAD.

For Particulars

Apply to

Hongkong, 3rd January, 1896.

WELLING HOUSES-

Hongkong, 17th January, 1896.

venience. Also a Terrace House.

quirements of intending Lessees.

Apply to

OFFICE.

Apply to

EE

Price \$7.50.

Hongkong, 16th January, 1896.

Hongkong, 10th January, 1896.

Hongkong, 20th December, 1895.

race Houses, with or without Stabling.

The SANITARY ARRANGEMENTS of

Houses built by the Company are perfect and

fulfil all modern requirements. The Richmond

Estate is now fully built over, but the Company

is prepared to build Houses on the remaining

portion of its Kowloon Estate to suit the re-

TO LET at THE PEAK

Possession April.

DUNFORD -A Pive-Roomed House, with

TO LET.

ARGE ROOM OR SECOND FLOOR of 18

TO LET.

TO LET.

ROBINSON ROAD.

Containing 4 Reception Rooms and 5 Bedrooms.

DRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS.

GLENEALY BUILDINGS.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

Apply to Mrs. MATHER,

2, Pedder's Hill.

C O.,

CHANTREY INCHBALD.

(With Immediate Possession)

TOUSE in ELLIOT CRESCENT.

Hongkong, 24th December, 1895.

Hongkong, 9th January, 1896.

ROOMS, with Board.

Hongkong, 1st January, 1892.

SANG

COAL MERCHANTS

have always on hand

LARGE STOCKS OF EVERY DESCRIP

TION OF COAL

Address :- Care of Messis. Kwong Sang & Co

No. 68, PRAYA.

NOW READY.

JULY to DECEMBER, 1895. With INDEX

FOR SALE

JUST LANDED. 9

THAMPAGNE EUGENE CLICQUOT

Per Case 2 doz. Pints \$28.00.

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, 12th September, 1895. [2673-39

Series " L" or Laly's Size, \$4.50 each

Series "J" or Gold's Sixe, \$4.50 cach

Series " E" or Gent's Size, \$2.00 each

Hongkong, 30th December, 1895.

WATERBURY

E. RICCO & CO.,

ATCHES

Hongkong.

D HONGKONG WEEKLY PRESS

DOUND VOLUMES of the

Hongkony Daily Press Office.

Hongkong, 20th July 1895.

CARMICHAEL & CO., LIMITED

coment Tennis Court attached:

LINSTEAD & DAVIS.

W. ROBINSON & CO.,

LINETEAD & DAVIS.

VICTOR H. DEACON.

Counaught House.

be expected here on or about Saturday, the 25th Rent 880 monthly, including Taxes. inst. This Packet brings replies to letters despatched from Hongkong on the 21st Nov. Mr. L. SIMON THE CANADIAN MAIL. BANQUE DE L'INDO-CHINE Hongkong, 15th January, 1896. [194 at Kobe at 3 p.m. on Wednesday, the 22nd inst. TO LET.

The C. P. steamer Empress of India strived and left at 10 p.m. for this port THE INDIAN MAIL

The steamer Lightning, from Calcutta, left Singapore for this port on the afternoon of the

THE ENGLISH MAIL,

THE AMERICAN MAIL. The P. M. steamer China, with the American mail from San Francisco on the 31st ult., has arrived at Yokohama, and left for this port on the morning of the 21st inst., via Nagasaki. The O. & O. chartered steamer Afridi, with the American mail, left San Francisco for this port via Yokohama and Nagasaki on the 11th THE Corner Premises under the Hongkong

MERCHANT STRAMERS. The N. G. I. steamer Bisagno left Bombay for this port on the 8th inst. and may be expected here on or about the 29th inst. The D. D. R. steamer Oceano, from Hamburg, [40 left Singapore for this port on the 21st inst.

and may be expected here on or about the 29th The P. & O. steamer Hydaspes left Singapore ARGE GODOWN OR KOWLOON PRAYA, for this port on the 18th inst., at noon. I suitable for the Storage of Coal or The N. P. Co.'s steamer Victoria, from Tacoma, has arrived at Yokohama, and sails for this port via the usual Japan ports of call on Saturday, the 25th inst.

POST-OFFICE NOTICE.

11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams, Letter Boxes at Peak will be cleared at 12:30 and 4 p.m.

The Postal Guide for 1895, revised to date will be found in the Chronicle and Directory, P. XX. This is the only authorised complete Summary of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected. to a much later hour than that given below.

A MAIL WILL CHOPP For Singapore.—Per Janea, to-day, the 24th nst., at 11.30 A.m. For Amoy.—Por Albingia, to-day, the 24th inst., at 1.30 P.M. For Saigon.-Per Martha, to-day, the 24th mst., at 2,30 P.M. day, the 24th inst, at 2.30 P.M.

For Kudat and Sandakan.—Per Memnon, to-For Shanghai - Por Feiching, to-day, the 24th inst., at 3.00 P.M. For Shanghai .- Per Nanyang, to-morrow, the 25th inst., at 3.30 P.M. For Hoilo and Singapore.—Per Chinguo, to-morrow, the 25th inst., at 4.80 p.m. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Mel-

bourne .- Per Menmun, on Wednesday, the 29th inst., at 11.30 A.M. For Singapore, Samarang, and Sourabaya.-Per Hinsang, on Thursday, the 30th inst., at

For Nagasaki, Kobe, and Yokohama.—Per Verona, on Friday, the 31st inst., at 11.30 A.M. MAILS BY THE UNITED STATES

PACKET. The United States Mail Packet City of Peking will be despatched on SATURDAY, the 25th January, with Mails for / Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows: 11.00 A.M. Registry cooses.

II.30 A.M. Post Office closes; but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET. The British Contract Packet Peshawur will be despatched on THURSDAY, the 30th January, with Mails for the United Kingdom, Europe, and countries beyond, via Brindiei; to the [152] Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the mails. &c. PRAYA CENTRAL. Very Suitable for HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS. When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 P.M. the 8.00 A.M.-Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way. [99 10.00 A.M.—Registry ceases. 10.30 A.M. Posting of newspapers, books, and patterns ceases. 11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee. MAILS BY THE GERMAN PACKET.

The German Contract Packet Karleruhe will be despatched on TUESDAY, the 4th Feb. with Mails for the United Kingdom, Europe, and countries beyond, vid Brindies; to the-Straits Settlements, Batavia, Barmah, Ceylon, [149 India, Aden, Egypt, Malta, &c., &c. Registry coases at 8 A.M. The mail closes at 8.30 A.M.

> MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET. The Canadian Mail Packet. Empress India will be despatched on WEDNESDAY the 19th February, with Mails for Shanghai. Japan, the United States, Canada, &c., which will be closed as follows: 10.00 A.M. Registry ceases. 11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with

the Late Fee of 10 cents extra postage until time of departure. MR. CHADWICK T. KEW. (LATE OF POATE & NOBLE)

AS OPENED his Death! Rooms at No. 62, QUEEN'S ROAD CENTRAL, opposite

A. TACK. TEETH filled permanently from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED. PLATES A SPECIALITY. Hongkong, 15th March, 1895. SIAM TEAK TIMBER.

BANGKOK.

THE BORNEO COMPANY, LIMITED. RDERS can be Booked and Rates Supplied

on Application to the Undersigned for :-TEAK SQUARES, PLANES, SCANTLINGS, AND BOARDS. PLANED, TONGUED, AND GROOVED TEAK TEAK SHINGLES.

GIBB, LIVINGSTON & CO. Hongkong, 17th July, 1895. NOW READY PRICE \$2.00. MALLED OUT;

THE CHUNG WANG'S DAUGHTER AN ANGLO-CHINESE ROMANCE.

CHAS. J. H. HALCOMBE. AUTHOR OF . "TALES FROM FAR CATHAY," ETC.

THE HONGKONG DAILY PRESS OFFICE. Mossis: Kelly & Walsh. Mr. W. W. BREWER. Hongkong, 2nd June, 1894.

NTOT RESPONSIBLE FOR DEBTS Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in

Hongong Harbour .--THE MITSUI BUSSAN KAISHA, HIGHLAND FOREST, Brit. bk., Dermody-Jardine. Matheson & Co. 8, QUEEN'S ROAD CENTRAL. INVERTAY, Brit. str., Airth-Wieler & Co. JOHN R. KELLY, Amr. ship. Chapman-Arnhold, Karberg & Co.

LAG & RIG

VESSEL'S NAME.

Nanyang

Yangping

Mascotte

LONDON VIA MARSEILLES ... JAPAN ...... Noon, 24th Jan .... Freight or Passage.

LONDON VIA MARSEILLES ... ADEN ..... About 7th Feb ..... Freight or Passage.

STEAM NAVIGATION COMPANY.

RAVENNA ... About 26th Jan .... Freight or Passage.

HYDARPES ... About 30th Jan ..

For Further Particulars, apply to

CANADIAN PACIFIC RAILWAY COY.'S

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES

CALLING AT SHANGHAI NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

" w n Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed It knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF INDIA... Comdr. H. Pybus, B.N.R. WEDNESDAY, 19th Feb., 1896

EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, B.N.E. .... WEDNESDAY, 18th March, 1896

EMP SS OF CHINA ... Comdr. R. Archibald, B.N.B. .... WEDNESDAY, Sth April, 1893

FRU magnificent Steamships of this Line pass through the famous INLAND SEA OF

THAT WAS of the CANADIAN PACIFIC RAILWAY log ring there daily, and cross the

connection is made at Montroal, Quebec, Halifax, New York un'l Boston with all Trans-Atlantic

Passengers Booked through to all principal points and ARCUND THE WORLD. Return

"SPECIAL RATES (First class only) granted to Missionaries, Mombers of the Naval;

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver Vancouver to Sydney, Australia,

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS

RAINS (the Company having received the highest award for some at recent Chicago World's

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

D. E. DROWN, General Agent.

Podder Street.

VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL

"KAISOW.

E. Warrall, Commander, will be despatched as

For Freight, apply to HOLLIDAY, WISE & CO.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"ORESTES,"

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLUMBO, ADEN, SUEZ,

PORT SAID.

NAPLES GENOA, ANTWERP

BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK

LONDON, NEW YORK, BOSTON, BAL-

TIMORE, NEW OBLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STRANBES WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

PROPOSED SAILINGS FROM HONGRONG.

KARLSEUHE ..... Tuesday ... 4th Feb.

PRINZ HEINRICH ... | Tuesday ... | 3rd Mor.

PREUSSEN Tuesday ... | Slat Mar

Sacrisen ..... Tuesday 28th Apr.

KARLSRUHE .... Tuesday ... 26th May

PRINZ HEINRICH ... | Tuesday ... | 20th June:

ON TUESDAY, the 4th day of February, 1896, at B A.M., the Company's Steamship

"KARLSRUHE," Coptain Walter, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, CALLING

on SATURDAY, the 1st February, Cargo and

Specie will be received on Board until 5 P.M. on

Packages are repaired. No Parcel Receipts will

he signed at less than \$2.50 and Parcels should

MELCHERS & CO.,

not exceed Two Fost Cubia in Measurement.

and catrice a Dortor and a Stewardess.

Linen can be washed on board.

-Hongkong, 14th January, 1890,

For further Particulars, apply to

Shipping Orders will be granted till Noon

(SUBJECT TO ALTERATION).

BILLS OF LADING FOR THE PRINCIPAL

[2] N.B.-CARGO CAN BE TAKEN ON THEOUGH

PLACES IN RUSSIA.

BEA AND BALTIC PORTS; .

Agents.

BUTTERFIELL & SWIRE.

Agents.

THE Company's Steamship

above on or about the 30th inst.

THE Company's Steamship

SATURDAY, the 1st February.

For Freight or Passage, apply to

Hongkong, 23rd January, 1896 ..

Hongkong, 15th January, 1896.

1 x hibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

Continent PROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Che-

Lines, which passengers to Great Britain and the Continent are given choice of

tickets to various points at reduced rates. Good for 4, 6, 9, and 13 months.

APAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in !

-ROYAL MAIL STEAMSHIP LINE.

... PESHAWUE. Noon, 30th Jen ..... See Special Advertisement.

ALF. WOOLLEY, Acting Superintendent.

VESSELS ADVERTISED AS LOADING.

CAPTAIN.

REMARKS.

Freight or Passage. (Calling

at COLOMBO if sufficient

Freight or Passage. (Passing

through the INLAND SEA.)

inducement offers.)

S.S. "KARLSRUHE." HE above-named steamer having arrived Consignees of corgo are hereby informed that their Goods, with the exception of Opium.
Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowlcon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained, Ontional Cargo will go on to Shanghai unless | TOTHE Steamship

notice to the contrary be given To-MORROW. before 10 A.M. No-Claims will be admitted after the Goods | Captain Ross, will be despatched TO-MOR. have left the Godowns and all Goods remaining undelivered after the 24th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. All Claims must reach as before the 21th iust, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by.

MELCHERS & CO.,

Agents. Hongkong, 17th January, 1896.

STEAMSHIP "DORDOGNE." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

MONSIGNEES of Cargo from London ex S.S. Sidon, from Havre ex S.S. Sidon, of Opium, Treasure, and Valuables, are being stead of as previously advertised. lauded and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloom, whonce delivery may be obtained immediately after landing. Bills of Lading will be countersigned by the

Undersigned Goods remaining unclaimed after Toes-DAY, the 21st inst. ot NOON, will be subject to rent and landing charges .-All Claims must be sent in to me on or before Tuesday, the 21st inst, or they will not be FIME Company's Steamship

All Damaged Packages will be examined on Monday, the 20th inst., at 3 P.M. · No Fire Insurance has been effected. C: TOURNAIRE, Acting Agent.

Hongkong, 17th January, 1896.

INDO-CHINA-STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE. HIE Company's Steamship "CHELYDRA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remainis on board after 4 P.M. of the 20th inst. will be landed at Consignees' risk and expense inte Godowns at East Point. N Fire Insurance will be effected.

I's of Luding will be countersigned by JARDINE, MATHESON & CO. General Managers. Hongkong, 17th January, 1896.

OCEAN STEAMSHIP COMPANY. MONSIGNEES per Company's Steamer

"DIOMED." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will he at Consignees risk! The Cargo will be ready for delivery from Craft or Godown on and after the 20th inst. Goods undelivered after the 25th inst. will

he subject to Reut. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th just. BUTTERFIELD & SWIRE, Agents. Hongkong, 17th January, 1896.

"GLEN" LINE OF STEAM PACKETS. FROM MIDDLESURO, LONDON, AND STRAITS. THE Steamship

"GLENFRUIN" having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-DAY. Cargo remaining undelivered after the 25th inst. will be subject to rent.

No Fire Insurance has been offected. Consigness are requested to present all claims for damages and/or shortages not later than the 1st prox., otherwise they will not be recognised. Bills of Linding will be countereigned by

Agents. Hongkong, 18th January, 1896.

STEAMSHIP "OCEANIEN." COMPAGNIE DES MESSAGERIES MARITIMES

JARDINE MATHESON & CO.,

NOTICE.

MONSIGNEES of Cargo from London ex S.S. Gundiana and Guadalquinir. from Havre ox S.S. Guadalquivir, from Cordenic; ex B.S. Ville d'Arras, Nantes, & Bordonne, and Prest Leroy Lallier in connection with above Steamer, are hereby informed that their Goods, with the exception of Opique, Treasure, and Valuables, are being landed and stored at their risks into the Codowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whonce delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., To-DAY, the 21st inst., requesting

it to be landed here. Undersigned. Goods remaining unclaimed after TUESDAY. the 28th inst, at Noon, will be subject to rent | Shanghai:

and landing charges. All Claims must be sent in to me on or before Tuesday, the 28th just, or they will not be recognised. All Damaged Packages will be examined on their journey at any point en route. Tuesday, the 25th inst, at 3 r.m.

No Fire Insurance has been effected. C. TOURNAIRE, Acting Agent. Houghout 21st January, 1896.

THE CHINA MUTUAL STEAM NAVI GATION CO., LIMITED. NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG, AND SINGAPORE.

THUE Company's Steamship

"OOPACK" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are living landed at their risk into the White and Godown Company, Kowloon,

whouse delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Universigned before Noon on the 31st inst, or they will not be recognized. All broken, chafett, and danniged Goods are to be left in the Godowns, where they will be examined on the : th inst., at'3 o'clock p.m. No Fire Insurance hats been ellected; and any 28th inst. will be subject to rent. Optional cargo will be forwarded unless

notice to the contrary be given before Noon TO DAY. Bills of Lading will be countersigned by HOLLIDAY WISE & CO., Agents. Hongkong, 22nd January, 1896.

VESSEL ON THE BERTH. OCEAN STEAMSHIP COMPANY. FOR SANDAKAN AND KUDAT. THE Steamship

" MEMNON." Captain Branch, will be despatched TO-DAY the 24th inst.; at 3 P.M. For Freight or Passage, apply to
BUTTERFIELD & BWIRE, Agenta.

Hongkong, 20th January, 1896. FOR SINGAPORE. " MASCOTTE."

ROW, the 25th inst. at NOON. For freight apply to BRADLEY & CO.,

Hongkong, 18th January, 1896. FOR SHANGHAI. THE Steamship

"NANYANG." Captain F. Schulz, will be despatched for the above port TO-MORROW, the 25th inst., at For Freight or Passage, apply to SIEMSSEN & CO.

Hongkong End January, 1896. "SHIRE" LINE OF STEAMERS, FOR NAGASAKI, KOBE, AND YOKOHAMA. THE Steamship

in connection with above Steamer, are hereby Captain Brophy, will be despatched as above informed that their Goods, with the exception TO-MORROW, the 25th inst., at 5 P.M., in-For Freight or Passage, apply to.

DODWELL, CARLILL & CO., Agents. Hongkong, 24th January, 1896, THE CHINA MUTUAL STEAM NAVI GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL. (Calling at ILOILO.)

"CHINGWO!"... Gray, Commander, will be despatched as above on or about the 25th inst., instead of as Y'HAMA, VIA N'SAKI & KOBE .... VERONA . ... Noon, 31st Jan . previously advortised. For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 21st January, 1896. SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG, AND ANTWERP. THE Bleamship

GLAMORGANETT BE. Captain Vyvyan, will be de atched for the above ports on TUESDAY, he 28th inst., instead of as previously advertised. For Freight or Passage, apply to DODWELL, CA. LLL & CO.,

i onts. Hongkong, 14th January, 1996. THE PENINSULAR AND ORIENTAL STPAR NAVIGATION COMPANY.

STEAM FOR IS, CEYLON, AUSTRALIA DIA, ADEN, EGYPT, M\_DITERRANEAN PORTS. PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAYIA, PEBSIAN GULP, CONTINENTAL AND AMERICAN POETS. TETHE Steamship

"PESHAWUR." Captain F. J. Cole, carrying Her Majosty's Mails, will be despatched from this for BOM-BAY and LONDON on THURSDAY, the 30th JANUARY, at Noon, taking Passengers and Military, Diplomatic, and Civil Sorvices, and to European Officials in the Service of China and Cargo for the above Ports. This steamer connects at BOMBAY with the S.S. "CARTH-AGE," which Vessel takes on her Cargo for via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100. LONDON via SUEZ CANAL, leaving that Port on the 22nd FERRUARY, 1896. Silk and Valuables, all Cargo for France, and

Tea for London (under arrangement) will be transhipped at Colombo into a steamer pro- through which the Line passes. ceeding direct to Marwilles and London; other cargo for London, &c., will be conveyed via by the Company, and their appointments and Chisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to Parcels will be received at this Office until

4 r.m. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills. of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent. Hongkong, 18th January, 1896. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING

STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS PROM HONGKONG. BELGIC (via Nagasaki, ) SATURDAY, Feb. 1, Kobe, Inland Sea, and 1896, at Noon. Yokohama)..... Corrio (via Nagasaki, ) Tuesday, March 3

Kobe, Inland Sea, 1896, at Noon. and Yokohama ...... GALLIC (vie Nagesaki, Saronday, March hobe, Inhand Sea Yo-kohama, and Honolulu) Saronday, March 21, 1896, at Noon.

THE Company's Steamship "BELGIC" will be dispatched for SAN FRAN-CISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on SATURDAY, Bills of Living will be countersigned by the | the 1st FRBRUARY, 1896, at NOON, connectionbeing made at Yokchama with Steamers from

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULE and passengers are slowed to break

Through Passenger Ticked granted to England, France, and Germany hall trans Atlantic lines of Stoamers, and to the principal cities of the United States or Cause. Rates and partiouland of the various Rouns may be obtained upon applicables.

Special wites (first class only) are granted to Missional is members of the Naval, Military. Diplomatic, and Civil Services, to European officials in ervice of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re embarking at San Francisco for China or Japan for vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not ( 1 was of the Houghon's and Kowloon auply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sout to the Company's Goods romaining in the Godowns after the Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or

Passage apply to the Agency of the Company, No. 7. Praya Central. J. S. VAN BUREN, Agent Hongkong, 15th January, 1896.

LONION &C. LONDON VIA SUBZ CANES. LONDON VIA SUEZ CANAL LONDON VIA MARBEILLES. LONDON VIA MARSEILLES. LONDON VIA PORTS OF CALL

DESTINATION.

MARSEILLES...

NEW YORK

SHANGHAI

SINGAPORE

SHANGHAF VIA SWATOW

STRAITS & BOMBAY .....

SINGAPORE, S'RANG & S'BAYA

SHANGHAI .....

SANDAKAN & KUDAT .

STRAITS & BOMBAY

Japan Governments.

Hongkong, 23rd January, 1895.

HE Company's Steamship

on MONDAY, the 27th inst.

HE Steamship

throughout the voyage.

THE Steamship

on or about the 30th inst.

For Freight, apply to

Hougkong, 21st January, 1896.

are carried.

For Freight or Passage, apply to

Hongkong, 23rd January, 1896.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

" ACHILLES,"

Captain Harvey, will be despatched as above

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND

PORTS, and taking through Cargo to

ADELAIDE: NEW ZEALAND,

TASMANIA, &c.)

"MENMUIR."

Captain Craig, will be despatched for the above

Ports on WEDNESDAY, the 29th inst., at

This well-known Steamer is specially fitted for

Passengers, and has a riefrigorating Chamber,

which ansures the supply of Fresh Provisions

A Stewardess and a duly qualified Surgeon

COMPAGNIE DES MESSAGERIES

MARITIMES.

FOR MARSEILLES

"DORDOGNE,"

C. TOURNAIRE,

Acting Agent.

Passengers, Specie, and Cargo, will leave this at NAPLES and GENOA.

C. TOURNAIRE,

Acting Agent.

Shipping Orders will be granted till Noon, on Monday, the 3rd February. Contents of

Captain A. Blanc, will be despatched as above

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

STEAM FOR

COLOMBO, ADEN.

AND BLACK SEA PORTS.

ALEXANDRIA,

KARSEILLES, LONDON, HAVRE, AND

BORDEAUX.

PORTS OF BRAZIL AND LA PLATA

On WEDNESDAY, the 5th February, of Noon, the Company's Steamship

"NATAL," Commandant Vorron, with Mails,

Carro and Spacie will be registered for Lon-

don as veli as for Margeilles, and accepted in

Cargo will be received on board until 4 P.M.,

-Specie and Parcels until 3 p.m. on the 4th

Feb. (Percele are not to be sent on board; they

must be left at the Agency's Office.) Contents

For further Particulars, apply at the Com-

and Value of Packages a e required.

Hongkong, 24th January, 1896.

Port I r the above places.

CORT BAID, MEDITERRANEA

SINGAPORE, BATAVIA;

PAQUEBOTS POSTE FRANCAIS.

(Taking Cargo through to HAVRE and LONDON.)

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For Freight or Passage, apply to

Hongkong, 23rd January, 1896.

BU PTERFIELD & SWIRE,

Agents.

Hongkong, 24th January, 1896.

P. A.O. S. N. Co. Brit, str. Peshawur Pattorfield & Swire Achilles. Harvey Brit. ste. Butterfield & Bwire Pulford-Orantes . Brit. str. P. & O. S. N. Co. . . Brit. str. Japan Aden P. & O. S. N. Co. Brit. str. Holliday, Wise' & Co. Warral Holliday, Wist & Co. LONDON, L'POOLY, POETS OF CALL Chingwo ...... Brit. ctr. Gray Vyvyan Dodwell, Carlill & Co. Brit str. LONDON, HABBURG & ARTWERP. Glamorganshire Dodnell, Carlill & Co. Brit. str. Davies . Merionethshire LONDON, HAMBURG & ANTWERP ... Ger. str Christians HAVEE & H'BURG VIA S'PORE Gor. str. Dorothes Rickmers. HAVEE, B'MEN, & H'BURG V S'TORK Walter Gor, str. Karlsruhe. BREHEN & PORTS OF CALL Verron MARSEILLES VIA SAIGON &C., Blano Dordogne. Fren. str. Pybus, R.N.R. Brit. str. VANCOUVER, VIA B'HAI, &c. Empress of India B. c. str. VICTORIA, B.C., &c., v. Y'HAMA... SAN FRANCISCO VIA Y'HAMA .... SAN FRANCISCO VIA Y'HAMA .... Brit. str. Amer. str. City of Peking Brit, ship ... Ferguson SAN FRANCISCO ..... Brit. str. NEW YORK YIA SUEZ CAHAL ... Lennox..... Brit. str. ... Kilvert Fallodon Hall NEW YORK VIA SUEZ CANAL .... Chapman Amex. sh. John R. Kelley NEW YORK Rogers . Amer. ch.... Daniel Barnes Craig ... SYDNEY, MELBOURNE, &c. Brit, str. ... Monmule Brophy NAGASAKISKOBE & TOKOHAMA... Brit. str. ... YOKOHAMA, YIA N'BAKI & KOBE.

On or about 5th Feb. Sierresen & Co. February. Arnald, Karberg & On 4th Feb., at 9 A.M. On 5th Feb. at Noon. Mesingeries Maritimes On or about 30th inst. Mozengeries Maritimes. On 19th Feb., at Noon. Canuchan Pacific R. Co. Dodwell, Carlill & Co. .. On 11th Feb. at Noon. On 1st Feb. at Noon. O. & O. B. S. Co. P. M. S. S. Co. To-morrow, at Noon. Quick despatch. Shewan & Co. . On or about 4th Feb. Dodwell, Carlill & Co. On or about 23rd inst. Shewan & Co. Quick despatch. Arnhold, Karberg & Co On 18th Feb. Carlowitz & Co. Gibb, Livingston & Co. On 29th inst, at NOON Dodwell, Carlill & Co. To-merrow, at 5 P.M. P. & O. S. N. Co. .... On Slet inst, at Noon. Brit. atr. Jardine, Matheson & Co Brit. str. P. & O. S. N. Co. Brit. str. Ger. sh. Schulz Carlowitz & Co. Clemons Chi. str. P. & O. . M. Co. Brit. str. Jardine, Jatheson & Co. Kynoch Brit. str. Brit. str. Butterfield & Swire Branch Brit str. ... PENINSULAR & ORIENTAL

FOR THEIGHT APPLY TO

Today, Bt 4 P.M. On or about 26th inst. To-morrow, at 4 P.M. On 28th inst, at 5 P.M. On or about 30th inst. On or about 90th inst. To-morrow, at 4.P.M. To-day, at 3 P.M. VESSELS ON THE BERTH FOR NEW YORK VIA SUEZ CANAL.

TO BE DESPATORED.

On 80th inst, at Noon.

On or about 7th Feb.

On or about 30th inst.

On or about 25th inst.

On or about 8th Feb.

Or 27th inst

On let Feb.

To-day, at Noon.

On 28th inst

THE Steamship "FALLODON HALL" Captain Kilvert, will be despatched for the chove port on or about the 23rd inst. For Freight, apply to

(Following the S.S. "ANNANDALE" and

SHEWAN & CO. 122 Hongkong, 6th January, 1896. FOR SINGAPORE, HAVRE, AND HAMBURG.

AMSTERDAM, ROTTERDAM, LISSON, OPORTO, LONDON, LIVERPOOL, and BREMEN.) THE Steamship "THEKLA."

(Taking Cargo at through rates to ANTWEEP,

Captain E. Christiansen, will be despatched for the above ports on or about WEDNESDAY. the 5th February. For Freight, apply to SIEMSSEN & CO., Agenta

Hongkong, 16th January, 1896. NORTHERN PACIFIC STEAMSHIP AND BAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. FITTE attention of passengers is directed to 1 the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225. DAY making close connection at Vancouver with the PALATTAL TRANS-CONTINENTAL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration). VICTORIA ..... 3,167 Tuesday ... Feb. 11 HANKOW ...... 3,594 Tuesday ... | Mar. 10

TACOMA ..... 2,549 Tuesday ... Apr. frecoul to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL FIGHE Steamship "VICTORIA."

seiling at Noon, on TUESDAY, the 11th February, will proceed to KOBE, YOKO HAMA, VICTORIA, B.C., and TACOMA, Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be went forward by the steamer, to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash,

Parcels must be sent to our Office (with address marked in full) by 5 P. h. on the day previous toto further information as to Passage or The chit apply to

LODWELL CARLILL & CO. Hongkong, 24th January, 1898.

RICKMERS LINE. REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG.

VIA SUEZ CANAL, PENANG, SINGAPORE, HONGKONG, SHANGHAI, UYOGO, AND YOKOHAMA: Captain Pulford, will be despatched as above on

FROM HOME. PROPOSED SAILINGS OF THE NEW ELEGANT

STEAMERS OF THE RICKMERS RICEMELLING, SELPOWNING, AND SHIPBUILDING COMPANY OF BREMEN (SUBJECT TO ALTERATIONS).

DOROTHEA RICKMERS .. | 3,846 | December. ..... |-3700 | Једичу. DEIKE RICKMERS | 5,500 | February. MARIA RICKMERS HELENE RICKMERS 3.233 | March. | 3,249 | April. Sophie Richmers ELLEN RICKMERS 5,500 | Moy. ELISABETH RICKMERS. . | 5,500 | June. FROM THE EAST.

VIA SINGAPORE TO HAVRE BREMEN, AND HAMBURG; and other Continental Ports, if sufficient inducement offers. Taking Cargo at through rates to ANT ANSTERDAM, and ROTTELDAM).

PROPOSED PAILINGS. (SUBJECT TO ALTERATIONS). DOROTHEA RICKMERS ... | 3,846 | February. DEIKE RICKMERS 3,700 | March. MARIA RICKMERS 5,500 | April. HELENE RICKERS ..... 3,233 | May. THE Steamers are all FIRST-CLASS

RISKS and are supplied with all the modern Appliances and powerful Engines. For Further Particulars, apply to ARNHOLD, KARBERG & CO., Agenta Hongkong, 8th January, 1896.

STEAM TO NATAL AND CAPE PORTS THE NATAL DIRECT LINE FROM CALCUTTA (MESORS. BULLARD, KING & CO.'s LINE.

FILE Understand having been appointed GENERAL AGENTS in CHIMA and Japan for the above Line are prepared to issue THROUGH BILLS of LADING for NATAL, FART LONDON, PORT ELIBARETH, MOSSEL transit through Marstilles for the principal Monday, the 2rd February, and Parcels will BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. be received at the Agency's Office until Noon Transhipment will be made at CALCURTA. Next sailing from Carcurra, S.S. "PONGOLA" on the 15th January, 1896, to to followed by the \$3. " - "7th February; 88."\_\_\_ '28th Fobrunoy, S.S." 21st The Steamer bas splendid secommodation

For Freight and further Particulars, DODWELL, CARLILL & CO. General Agents for China and Japan. Hongkong, 5th December, 1895. [10]

(Following the S.S. POLYPHEMUS.) ME Steamship "LENNOX"

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL

will be despatched about 4th February. S.S. "PORT ADELAIDE " will be despatched about 18th February. 8.8. "GHAZEE" will be despatched about 4th March. For Freight or Passage, apply to DODWELL, CARLILL & CO.,

Agents. Hongkong, 6th January, 1896. "SHIRE" LINE OF STEAMERS. FOR LONDON, HAMBURG, AND ANTWERP. (To follow the S.S. "GLAMORGANSHIRE.") THE Steamship.

"MERIONETHSHIRE." Captain Davies, will be despatched for the above ports on or about the 8th February. For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents. Hongkong, 28rd January, 1896. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PEOPOSED SAILINGS FROM HONGKONG. CITY OF PEKING (via)
Nagaraki, Kobs. In- SATURDAY, Jan. 25, land Sea, and Yoko ( 1896, at Noon.

CHINA (via Nagasaki,

SATURDAY, Feb. 8 Kobe, Inland Sea Yoko-1896, at Noon. hama, and Honolulu) ... PERU (via Nagasaki, Kobe, Inland Sea, and SATURDAY, Feb. 22, 1896, at Noon. Yokohama:)

THE U. S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBE, INDAND SEA, and YOKOHAMA, on BATURDAY, the 25th JANUARY, 1896, at Noon, taking Passengers and Freight for Mascotte British steamer, 2,018, Ross, Jan. 16, Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN; and call at HONO. LULU, and passengers are allowed to break their journey at any point on route. Through Possage Tickets granted to Eng-

land France; and Gormany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS.TO

EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC Union Pacific, DENVEE AND RIC GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of Tocome, British str., 1,662, Crawford, Jan. 14, £4 in addition to the regular tariff rate.

Passengers holding orders for OVER LAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Toi On, British str., 769, Galleouski, Chinese, Union Pacific, Denvee and Rio Grande and other direct connecting Railways, and from Chicago to destination the choice of direct lines: Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the-Company's and connecting Steamers. Preight will be received on board until 4 P.M.

will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo deslined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company,

No. 7, Praya Central. J. S. VAN BUREN, Agent. Hongkong, 7th January, 1896.

FOR NEW YORK. HE 3/3 L.I.I. American Ship

"DANIEL BARNES, Rogers, Master, will load here for the above port and will be despatched on the 13th For Freight, apply to CARLOWITZ & CO. Hongkong, 15th January, 1896.

THE 100 Al British Ship BRODICK CASTLE. Ferguson, Master, will load here for the above port and will have quick despatch. For Ereight, apply to SHEWAN & CO.

FOR SAN FRANCISCO.

Hongkong, 6th December, 1895. FOR NEW YORK. / THE 3/3 A.I.I. American Ship

"JOHN R. KELLEY." Captain Chapman, having arrived, will load hero for the above port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO. Hongkong, 22nd November, 1895.

EMURNITURE WAREHOUSE. LI KWONG LOONG. CADINET MAKER AND ART DECOBATOR. from Shanghai, has opened a FURNITURE STORE

No. 3, WYNDHAM STREET. The only Shop in Hongkong with this name, Where HIGH-CLASS FURNITURE of Nippon Yusen Knishe every description can be made to order in any Ghazee, British steamer, 1764, Bailey, Dec. 28, Has been putronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Limited, and other leading Establishments in the Colony to whom reference may be made as to the Superior Workmanship and Materials of Higo Mara, Japanese str., 871, Jones, Jan 5, the Furniture, do., supplied.

Mesers, A. S. Watson & Co. write, ag follows:-We have pleasure in stating that Mr. LI "KWONG LOONG furnished the Annexe to our Disponsary and gave as every satis-(Sd.) "A. S. WATSON & Co., LIMITED," ORDERS punctually attended to and CHARGES

AN INSPECTION INVITED.

Hongkong, 4th February, 1895.

most moderate.

THE TO ALATINE INSURANCE COMPANY, LIMITED OF MANCHESTER. MODERATE RATES! PROMPT SETTLEMENTS



FIRE AND ACCIDENT INSURANCES, A. H. RENNIE.

SHIPPING IN PORT. HUNGKONG. STEAMERS. Albingia, British str., 1,100, Witt, Jan. 28, Chinese Ancopa, British steamor, 1,888, Mudie, Jan. 13, P. & O. B. N. Co
Anger Head, British etc., 1,235, Motyer, Jan. 19,
Dodwall, Carlill & Co
Bolgic, British steamer, 4,211, Walker, Nov. 4, Benledi, British str., 1,581, Farquiar, Jan. 23,... Gibb, Livingston & Co. Bonnington, Brit, str., 1331, Leighton, Jan. 11, Dodwell, Carlill & Co Canton, British steamer, 1.110, Sellar, Jan. 23. Jardine, Matheson & Co China, German steamer, 1,114, Voss, Jan. 23, Melchers & Co Chingwo, British str., 3,883, Gray, Jan. 22, Holliday, Wise & Co. Chowfa, British str., 1,095, Williamson, Dec. 24, Butterfield & Swire City of Peking, Amr. str., 3,128, Smith, Jan. 18, P.M. S. B. Co Cromarty, British str., 1,864, Ward, Jan. 13, Jardine, Matheson & Co

Crown of Arragon, British str., 1,500, Dogward, Jan. 10, Gilman & Co. Doris, German steamer, 771, Brohn, Dec. 23, Jehsen & Co Eton, British steamer, 1,775, Brophy, Jan. 23, Dodwell, Carlill & Co. Evandale, British str., 2,468, Buyers, Jan. 20, M. B. Kaisha Fatshan, British str., 1,425, R. L. Blight, H., C. & M. Steamboat Co., for Canton Federation, British str., 1,570, Prentice, Jan. 22, Mitsui Bussan Kaisha Feiching, British str., 979, Warren, Jan. 23, C. M. S. N. Co. Formosa, British steamer, 674, Hodgins, Jan. 21, · Douglas Lapraik & Co

Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton Heungshan, British str., 1,054, W. E. Clarke, Honam, British str., 1,344, G. B. Lefavour, H., C. & M. Steamboat Co., for Canton Invertay, British steamer, 813, Airth, Jan. 21, Wieler & Co Japan, British steamer, 2,796, Leith, Jan. 21, P. & O. S. N. Co Keeng Wai, British str., 1,115, Unsworth, Jan. 23, Yuen Fat Hong

Joslin, Dec. 13, Kong Beng, British str., 2 Ynan Fat Hong Kwonghoi, British steamer, 19, Chinese, for Loo Sok, British str., 1,050, Jackson, Jan. 18 Yuen Fat Hong Martha, German str., 1,418, Schupp, Dec. 30, Bradley & Co Memnon, British steamer, 855, Branch, Jan. 19. Butterfield & Swire Namoa, British steamer, 863, Hall, Jan. 23, Douglas Lapraik & Co

Onsang, British str., 1,787, Carmichael, Jan. 21, Jardine. Matheson & Co Pasig, British steamer, 284, Chinese, for Canton Petrarch, German str., 1,252, Schall, Jan. 18, Wieler & Co Powan, British str., 1,842, S. W. Goggin, H., C. & M. Steamboat Co., for Canton Rheingold, German steamer, 650, Bahls, Jan. 14,

Rhodora, British str., 1,700, Williams, Jan. 6, Dodwell, Carlill & Co. Skarpsno, Norw. str., 1,395, Tollefsen, Jan. 17, Wieler & Co Dodwell, Carlill & Co Taichiow: British steamer, 862, Curtis, Jan. 21 Butterfield & Swire Tailee, German steamer, 829, Schulds, Jan. 22 Meyer & Co.

for Canton Triumph, German steamer, 700, Moller. Jan. 23, Jebsen & Co. Wakonoura Maru, Jap. str., 1,556, McKenzie, -Jan. 19, Nippon-Yuson Kaisha SAILING VESSELS. Brodick Castle, British ship, 1,715, Ferguson, Jan. 12. Shewan & Co

Coloma, American bark, 852, Noyes, Jan. 6, Cantain Daniel Barnes, Amr. Ship, 1,436, Arpe, Jan. 13, Highland Forest, British bark; 995, Dermody, Jan. 3, Jardine, Matheson & Co. John Baizley, Amr. brig, 700, Shepherd, Jan. 7, John R. Kelly, Amr. ship, 2,255, Chapman, Nov. 21, Arnhold, Karberg & Co., for New

Marie Berg, German bark, 586, Hindrichs, Dec. the day previous to sailing. Parcel Packages Nam Shun Sing, Chinese 3-m. sch., 368, Cheang Sang, Aug. 21, Chinese Osaka, Britsh bark, 517, Hansson, Dec. 6 Wandering Jew, Amr. ship, 1,650, Nicholls, Sept. 17, Captain NAGASAKI.

In Port on 14th Junuary, 1896.
Baikal, Russian str., 718, Maximoff, Jan. 12, Holme, Ringer & Co Chowchowfoo, Ger. str., 975, Meyer, Nov. 8, Nippon Yusen Kaisha Comet, Nicaroguan bark, 673, Brodhurst, Jan. 4, C. & J. Trading Co Eidsvold, Norw. str., 2,210, Schyder, Jan. 8, Holme, Ringer & Co Genkai Mara, Jap. str., 873, Mogi, Jan. 13, Holme, Ringer & Co Kachidate Maru, Jap. str., 2143, Marry, Nov. 24, Miteni Bussan Knisha Kostroma, Russian str., 2316, Skalsky, Dec. 28, Holme, Ringer & Co Kozaki Maru, Japanese barque, 400, Fukui, Nippon Yusen Kaisha. Novick, Russian str., 159, Mrximoff, Dec. 9, Holme, Ringer & Co. Strelock, Bassian str., 190, Bredichin, Dec. 25, Holme, Ringer & Co Trujenik, Russian str., 276, Joukovsky, Dec. 21, Holme, Ringer & Co Vladimir, Russian atr., 715, Bollman, Jan. 5, Holme, Ringer & Co. Walter Siegfried, British bark, 426, Roberts, Jan. 10, Captain KOBE

In Port on 9th January, 1896.

Ardandearg, British str., 2,020, Kinley, Jan. 7, Frazar & Co Albert, Norwegian etc., 451, Johansen, Dec. 31, Simon, Evers & Co. Brambletye, British ship, 1495, Gorma, Dec. 27, Standard Oil Co Chingwo, British steamer, 2,517, Gray, Jan. 5; W. M. Strachan & Co. Chiyoda Mara, Jap. str., 1030, Ishikawa, Jan. 2 Nippon Ynsen Knisha Devenhurst, British str., 1,463, Resise, Dec. 31, Butterfield & Swire Emile, Russian sch., 45, Friedmann, Oct. 24, H. Lucas & Co Fallodon Hull, Brit. str., 2,266, Kilvert, Jan. 6, Shewan & Co Gaisen Maru, Japanese str., 1020, Harrasismat, Nov. 4. Japanese Genkai Mara, Jap. str., 814, Motegi, Jan. 7, Nippon Yusen Kaisha Glenesk, British str., 2,275, Webster, Jan. 7, Jardine, Matheson & Co Hai Riong. Coroan steamer, 350, Dec. 24, Nippon Turen Kaisha Nippou Yusen Kaisha Idzumi Mara, Jap. str., 2,000, Renny, Jan. 7. Nippon Yuson Kaisha Investay, British steamer, 808, Airth. Dec. 29, Faber & Voigt Mary L. Cushing, Amr. ship, 1,375, Pendleton, Dec. 27, Standard Oil Co Orestes, British steamer, 2,840, Pulford, Jan. 5, Butterfield & Swire Owari Maru, Jap. str., 565, Kawabara, Jan. 6. Nippon Yusen Kaisha Progress, German str.; 656, Brandt, Dec. 10, Dodwell, Carlill & Co Queen City, Hawaiian sch., 192, Byene, Jan. 5, H. Lucas & Co Riversilale, British str., 1,111, Peck, Nov. 27, R. R. Thomas, Amr. sh., 2,135, Nichols, Dec. 27 Delacamp & Co Sakata Maru, Jap. str., 1169, Deleland, Jan. 1, Nippon Yusen Kaisha State of Maine, Amr. ship, 1468, Parke, Dec. 29,

Standard Oil Co St. Andrews, Norw. str., 2100, Hansen, Dec. 22, Standard Oil Co Taichiow, British str., 1,792, Farrell, Dec. 31, Butterfield & Swire Taiwan Maru, Japanese str., 1,030, Doc. 30, Yokohama Mura, Japaness str., 1429, Crichton; Jan. 5, Naval Department

Printed and Published by D. WARRIS SMITH, at 29, Wyndham Street, Victor is, Hongkong.